BMW Motorsport at 50 special

AUTOSPORT

BRITAIN'S BEST MOTORSPORT WEEKLY

11 AUGUST 2022

HAMILTON'S TROUBLES

2009 VS 2022

How Hamilton helped McLaren's recovery and what's different at Mercedes

'One thing that's not changed is Lewis's attitude, he's fighting'

WIN!

SILVERSTONE CLASSIC TICKETS

PLUS

Dixon pulls off another IndyCar miracle

WRC Tanak beats Rovanpera in epic Rally Finland

RODIN FZERO

THE FUTURE CONCEPT FOR WHAT A SUPERCAR COULD BE
WHEN YOU GIVE YOURSELF ZERO RESTRICTIONS.

VIEWING BY APPOINTMENT

RODIN CARS HEADQUARTERS
SOUTH ISLAND | NEW ZEALAND

RODIN CARS SHOWROOM
WESTERN PADDOCK | DONINGTON PARK
CASTLE DONINGTON | DERBY

RODIN FZERO

RODIN-CARS.COM

Hamilton's *other* F1 tale of fighting back to the front

We've already pointed out that 2022 isn't the first time Lewis Hamilton has had to deal with a difficult Formula 1 car. But this week we delve much deeper into the story of 2009 at McLaren, and pick out the similarities and differences to the current Mercedes situation.

Experienced F1 journalist Adam Cooper speaks to many of the key figures at both McLaren and Mercedes, as well as Hamilton himself (see page 16). One thing that's different is that McLaren knew early on what its problem was and proved able to fix it in time to win the Hungarian Grand Prix. Mercedes' issue is perhaps more complicated and it's yet to get that victory, but there's no doubt it has made progress. And Hamilton still seems as hungry as ever, despite his 103 F1 wins.

Another great story of carving success from failure is 50 years old. BMW Motorsport was formed after the German marque's heavy defeat in the 1972 European Touring Car Championship at the hands of Ford. We salute that birthday – and the incredible string of wins that followed – with a special package that starts on p24.

• Look out for our F1 2022 half-term report next week. We'll be selecting the key storylines to watch in the second half of the year, as well as rating all the drivers – from top of the class to the bottom – on their performances in the first 13 grands prix. We'll also be taking a look at one of motorsport's most famous names, as Autosport marks 30 years since Brabham's last F1 appearance.

Kevin Turner
Chief Editor
kevin.turner@autosport.com

NEXT WEEK
18 AUGUST

F1 2022 half-term report
We rank the drivers so far and celebrate Brabham, plus BTCC and FE reports

Have your say, get in touch

Autosport editorial
Autosport Media UK Ltd
1 Eton Street
Richmond
TW9 1AG

E-mail
autosport@autosport.com

Visit our website
autosport.com

Twitter
twitter.com/autosport

Facebook
facebook.com/autosport

Instagram
instagram.com/autosport

YouTube
youtube.com/AUTOSPORTdotcom

COVER IMAGES

Etherington; Hone/ Motorsport Images

PIT & PADDOCK

4 Alpine and McLaren at war over Piastri
6 Dovizioso retires, Crutchlow steps in
8 WTCR hit by Lynk & Co pullout
11 Opinion: Matt Kew
13 Opinion: Mark Williams
15 Opinion: Kevin Turner

INSIGHT

16 Hamilton's troubles: 2009 vs 2022

BMW MOTORSPORT AT 50

24 Creating lasting success from defeat
26 Top 10 BMW Motorsport machines
32 Steve Soper's *other* BMW life
36 The oldest junior driver scheme

RACE CENTRE

40 Tanak pips Rovanpera in Finnish duel
46 IndyCar: Dixon out of nowhere
48 World of Sport: WTCR; IMSA; Super GT; NASCAR Cup; MotoGP

CLUB AUTOSPORT

61 New BRM V16 to race at Goodwood
62 Crash affects F1000 title contenders
64 Car for new Civic series hits track
67 Opinion: Marcus Pye
68 National reports: Brands Hatch; Donington Park; Croft; Castle Combe; Snetterton; Oulton Park
76 Ireland's new single-seater star

FINISHING STRAIGHT

78 What's on this week
80 From the archive: 1988 Brands Hatch
82 My favourite car: Olivier Beretta

SUBSCRIPTION OFFER

14 Special deals for Autosport

YOUR CHANCE TO WIN!

60 Tickets for Silverstone Classic

VISIT AUTOSPORT.COM

For other ways to read Britain's best motorsport weekly

BINGHAM

SUTTON

Ricciardo victim of McLaren/Alpine

FORMULA 1

Daniel Ricciardo looks set to leave McLaren at the end of the Formula 1 season after the team informed him of its plan to replace him with Oscar Piastri for 2023.

Alpine reserve Piastri last week ignited the silly season when he revealed on social media that he would not be racing for the team next season. That was hours after Alpine, in the wake of Fernando Alonso's shock move to Aston Martin, announced that the 21-year-old reigning Formula 2 champion would be stepping up to a full-time race seat, albeit without any quotes from Piastri.

The Australian said: "I understand that, without my agreement, Alpine F1 have put out a press release... that I am driving for them next year. This is wrong and I have not signed a contract with Alpine for 2023. I will not be driving for Alpine next year."

Piastri is understood to have signed a deal to be McLaren's reserve. The team swooped for him when it became clear that he could become a free agent while Alpine waited on Alonso, believing the two-time world champion's contract extension would be a formality. McLaren intends to upgrade Piastri's reserve deal to a race seat should the terms of Ricciardo's exit be agreed.

Ricciardo has a firm McLaren contract for next season as part of the original three-year deal that he signed in early 2020, while still at Renault, to span 2021-23. Ricciardo and the team will now have to agree a settlement involving a substantial pay-off in order for him to walk away at the end of this season.

McLaren is confident that it can hang on to Piastri despite Alpine's claim that it has a valid contract with him for 2023. The dispute looks set to go to the Contract Recognition Board, although there is also some question of whether Alpine actually lodged a contract covering 2023 with the CRB.

Piastri had looked set to join Williams on loan from Alpine for next year, only for his management to view a deal with McLaren as a better bet for his future should the ties with Alpine be cut, and from here the talks gained momentum. Piastri's manager, Mark Webber, has history with McLaren team principal Andreas Seidl, who oversaw the Porsche LMP1 programme for which Webber raced from 2014 to 2016.

Frustration has been brewing at McLaren for some time over Ricciardo's performances. While he scored the team's first race win since 2012 at Monza last year, he has largely failed to match team-mate Lando Norris's level of performance. McLaren CEO Zak Brown said in May that there were "mechanisms" within Ricciardo's contract that would allow for an early exit. While these are on the eight-time grand prix winner's side in negotiations, the writing is now on the wall and a mutual

Ricciardo hasn't had a great time of late

HONE

Piastri war

agreement for his exit is set to be agreed.

While the terms are still to be finalised, Ricciardo looks set for a substantial pay-off to cover the final year of his contract while giving him the opportunity to find a seat elsewhere. His options to remain in F1 are limited, but could include a move to Alpine. Ricciardo raced for the team in 2019 and 2020 when it was known as Renault, but he did upset the top management when he agreed his McLaren move, and that hurdle will have to be overcome.

Apart from its name, plenty has changed at the Enstone-based team since Ricciardo left. Both Renault and Alpine have new CEOs in Luca de Meo and Laurent Rossi respectively, while the F1 operation has a new team principal in the form of Otmar Szafnauer. Szafnauer admitted last week prior to Piastri's statement that he had "fielded a bunch of calls from other potential drivers" over the vacant seat, but saw no reason why Ricciardo could not return. "If you look at Fernando, for example, he comes and goes, and I think that happens to other drivers too," said Szafnauer. "And I don't think that's an issue at all."

Haas and Williams are also yet to finalise their line-ups for next year, each holding one vacant seat, although it is unlikely that either would be as attractive a proposition to Ricciardo as Alpine.

LUKE SMITH

ALBON GETS MULTI-YEAR DEAL WITH WILLIAMS

FORMULA 1

Alex Albon will remain with the Williams Formula 1 team for the 2023 season and beyond on a multi-year deal.

The Red Bull refugee has spearheaded Williams's efforts since making his full-time return to F1 with the team this season, scoring all three of its points. An extension of Albon's deal was thought to be a formality, and Williams has confirmed that he will be staying put.

He joined after one season in a reserve role at Red Bull, which dropped him from its race line-up at the end of 2020. Red Bull was known to have "future options" over Albon's services, but Sergio Perez has now been locked in alongside Max Verstappen until the end of 2024.

Oscar Piastri (see left) was widely expected to partner Albon at Williams next year as a loan signing from Alpine. Nicholas Latifi is expected to leave, potentially making way for Logan Sargeant, who is part of Williams's young driver programme. Another candidate is reigning Formula E champion Nyck de Vries, who was under consideration for 2022 before the team opted to sign Albon.

Albon confirmed that Williams's confirmation was correct in a spoof tweet making fun of the Piastri/Alpine situation.

LUKE SMITH

Sargeant's major FP1 chance

FORMULA 1

Logan Sargeant will make his Formula 1 FP1 debut for Williams at the United States Grand Prix in October as speculation mounts concerning the team's second seat for the 2023 season.

Sargeant sits third in the FIA Formula 2 standings with Carlin following recent feature race wins at Silverstone and the Red Bull Ring. The American joined the Williams Academy last October and got his first taste of F1 machinery in the post-season test in Abu Dhabi.

Sargeant will take over Nicholas Latifi's FW44 for the 60-minute session, fulfilling Williams's second mandated rookie FP1 running for the year after Nyck de Vries drove for the team at Barcelona. He will become the first American since Alexander Rossi in 2015 to take part in an F1 session.

"The goal for me will be to learn as much as possible in the new generation of cars," said Sargeant, who has the same management as ex-Williams driver George Russell. "I'm looking forward to making the most of this experience."

Sargeant's Carlin F2 team-mate, Liam Lawson, will make his F1 FP1 debut with AlphaTauri at this month's Belgian GP.

MEGAN WHITE

Dovizioso to quit after San Marino GP

MOTOGP

Three-time MotoGP championship runner-up Andrea Dovizioso will bow out of the series at next month's San Marino Grand Prix at Misano.

The 15-time MotoGP race winner announced ahead of last weekend's British GP at Silverstone that he would be calling time on a premier-class career that dates back to 2008.

Dovizioso returned to MotoGP full-time from last year's San Marino GP with Yamaha at its satellite squad Petronas SRT, which morphed into RNF Racing for 2022. The Italian, who signed a deal directly with Yamaha for factory machinery, has struggled to adapt to the fickle M1 after eight years on a Ducati between 2013 and 2020, before he took a sabbatical for part of 2021 when he lost his ride with the Italian manufacturer.

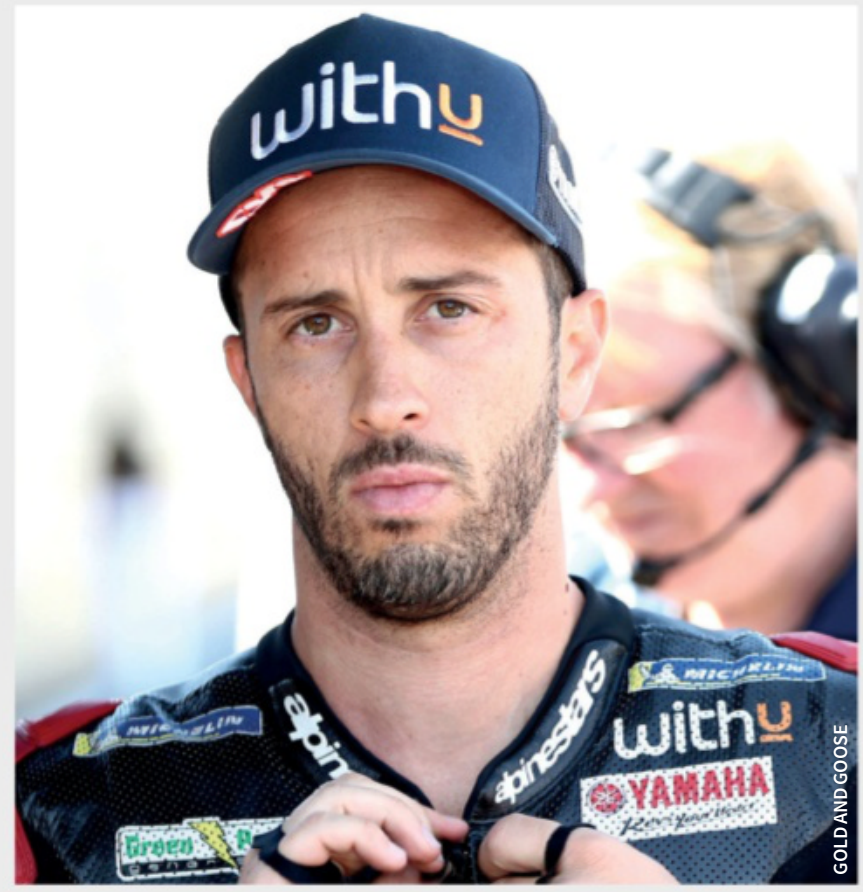
So far Dovizioso has scored just 22 points since he returned to MotoGP last September. In conversation with Autosport at Silverstone, he said he "really didn't expect" the struggles he has faced on the Yamaha bike. Over the summer break he engaged in discussions with Yamaha over his decision to retire, and says he is pleased with the support he has had from the marque.

Unhappy with not only his lack of results but his poor feeling on the bike, Dovizioso wants to go out at Misano on his own terms in front of his home crowd and his family.

He will be replaced at RNF by Yamaha test rider Cal Crutchlow from the Aragon GP onwards. The three-time MotoGP race winner last raced in the 2021 Aragon GP as a replacement for the ousted Maverick Vinales at the factory Yamaha squad, having initially been drafted in at SRT for the Austrian double-header as replacement for the injured Franco Morbidelli. Crutchlow took a best finish of 16th last year on the Yamaha machinery.

Crutchlow will continue as Yamaha's test rider next year.

LEWIS DUNCAN



FIA tightens up rules on silver driver rankings

SPORTSCARS

The FIA's system of driver categorisation has undergone a major revamp for 2023. The overhaul of the system, led by its originator Stephane Ratel, has been designed to remove the wide scope of the silver category under the existing regulations.

Any professional driver will become platinum rated under the system, while anyone who has had a single-seater career lasting more than two seasons and including a single podium will automatically be ranked as gold. A top-three finisher in a regional or national-level touring car or sportscar series will receive the same ranking.

The changes effectively promote those young single-seater drivers dubbed 'fake' silvers to gold. They were drivers who had raced as high as Formula 2 but hadn't attained the necessary results to be ranked in the higher category.

Ratel explained that the move was designed to "cut the silver class in two". He said that it would now be aimed at younger drivers who started racing late and didn't have karting or single-seater careers.

There is a catch-all in the new categorisation regulations. Drivers can be upgraded or downgraded between seasons based on data they must provide from the races in which they participate and if "his or her time does not correspond to the expected time range of his or her category".

"When you invent something you have the right to raise the flag when something is wrong," said Ratel. "This is common sense: we have corrected what was obviously wrong."

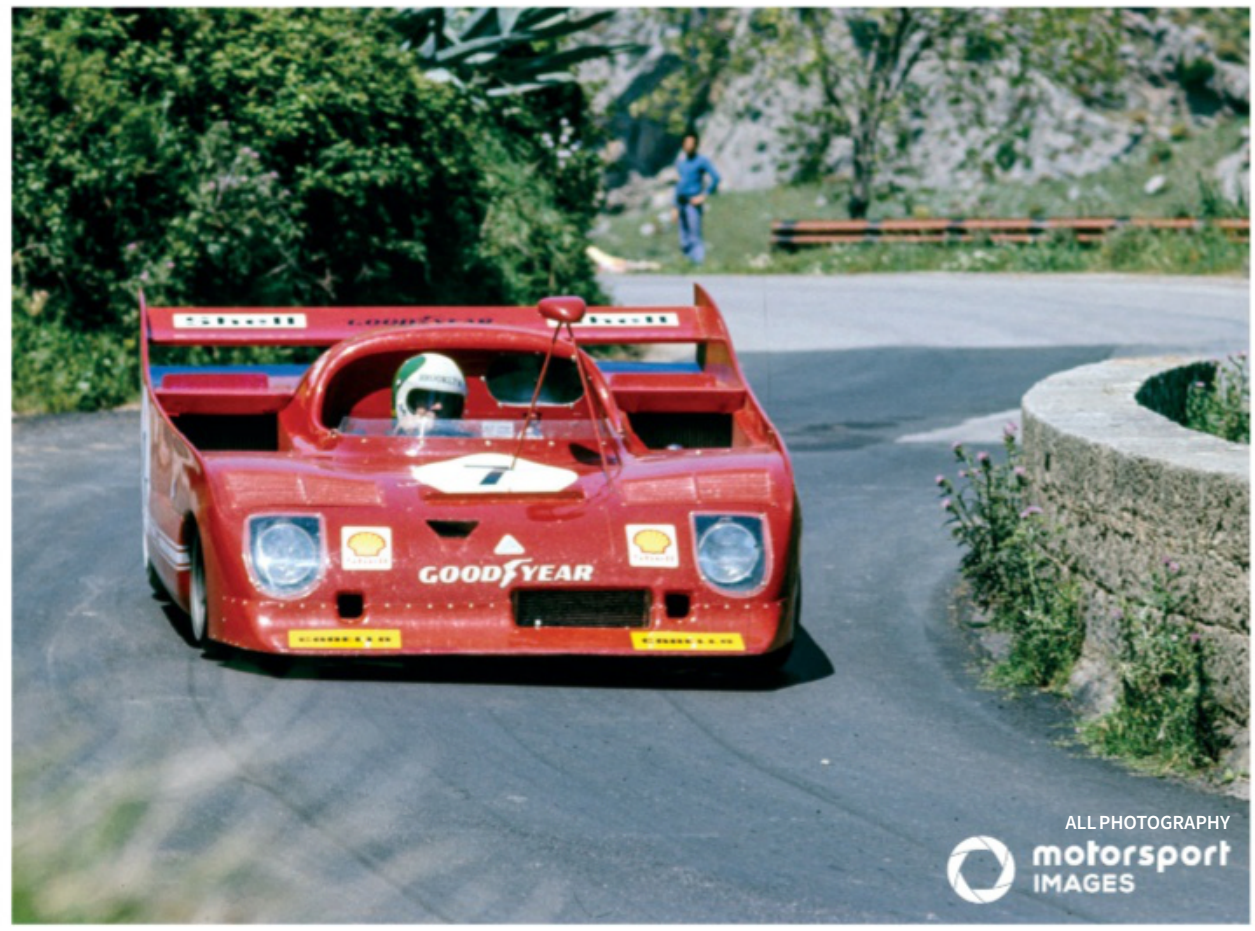
Ratel revealed that he had the full support from World Endurance Championship promoter the Automobile Club de l'Ouest and IMSA for his plans, which were ratified by the FIA World Motor Sport Council at the end of June. "The ACO said it was the right thing to do because they were confronted by the same problems," he said.

Individual series will continue to decide how they use the revised ranking system. The ACO is understood to be considering outlawing two platinum-rated drivers in one LMP2 car for next year.

GARY WATKINS

Targa Florio for electric series

GTX TOUR



An event bearing the Targa Florio name is set to feature on the calendar of Stephane Ratel's proposed GTX Tour when it kicks off in 2024. The electric vehicles taking part in the competition would run on sections of the public road used for the Italian sportscar classic in Sicily until its demise after 1977.

Ratel has reached an agreement with the Automobile Club d'Italia, which holds the rights to the Targa, on an event that would incorporate hillclimbs, efficiency runs and a race on the Enna-Pergusa circuit in Sicily. He wants it to kick off his experimental series each year in the traditional May calendar slot of an event won by Tazio Nuvolari, Stirling Moss and Vic Elford over the course of its history from 1906-77.

"Every year we will start in May with GTX Targa Florio because I think it has a fantastic name and represents value for manufacturers," said Ratel. "For the technical revolution in the new century we want to go back to the roots of motorsport. A Mercedes won the Targa Florio in 1924 and Mercedes could win it again in 2024."

Ratel explained that the Targa would ultimately lead into a series of three GTX rounds per year, including a further event in Europe and one in North America. He has already outlined plans to revive the Paris-Berlin road race of 1901 as part of the series.

A planned launch of the GTX Tour in 2023 has been set back and the concept rationalised. Ratel originally announced in 2019 that the series would incorporate concept cars as well as machinery powered by hydrogen fuel-cells. But he explained that, after discussions with manufacturers, GTX will initially be run exclusively for electric sportscars.

He said he was already working with four manufacturers, one of which is known to be Audi, and had initiated discussions with a further two. The GTX Targa Florio would dovetail with the rally that has carried the famous name since 1977.

GARY WATKINS

GALLOWAY

Bird to miss out on FE century

FORMULA E

Sam Bird will miss his and Formula E's landmark 100th race this Sunday in Seoul with a broken hand. Jaguar reserve Norman Nato will deputise for the Briton at the South Korean double-header, the curtain closer to the current season.

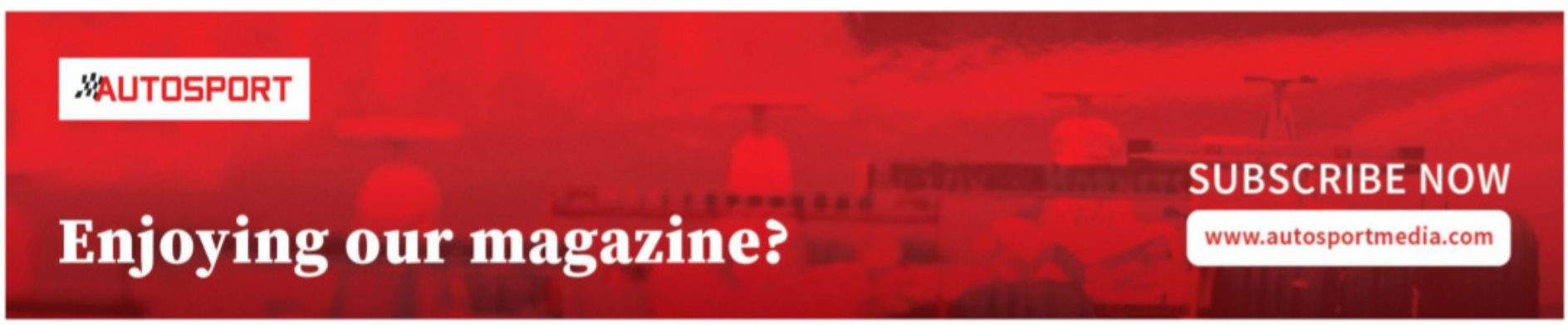
Bird (left) sustained a displaced mid-shaft fracture to his left hand in a first-lap incident at the recent London E-Prix's second race, but was able to continue to finish in eighth position. The 35-year-old's injury will require an operation so he has not been cleared to race.

Nato won the final race of the 2021 season before being replaced at Venturi by 2016-17 champion Lucas di Grassi, who with the sidelining of Bird becomes the only FE ever-present on the grid.

"I need to spend the next few weeks recovering from the operation on my left hand, so I am fully fit for testing and season nine," said Bird. "I have confidence in Norman, he is a race winner and I'm sure he'll bring some great points home."

JAKE BOXALL-LEGGE

MOST FE RACE STARTS	
Sam Bird	98
Lucas di Grassi	98
Sebastien Buemi	96
Jean-Eric Vergne	96



World tin-tops suffer Lynk & Co hammerblow

MARIA/DPPI

Muller and Ehrlachermissed out on home event in Alsace

DOUMERGUE/DPPI

P48 WTCR REPORT

WORLD TOURING CAR CUP

The boss of the World Touring Car Cup hopes that the Cyan Lynk & Co team will return next year following its dramatic mid-season withdrawal last week over concerns regarding the safety of the series' Goodyear control tyres.

Speaking at the French l'Anneau du Rhin races, WTCR director Jean-Baptiste Ley was conciliatory towards the reigning champion team, which had withdrawn all five of its Lynk & Co 03 TCRs on the formation laps at the previous Vallelunga round.

"We need to respect the decision from the competitors," said Ley. "That is the main point. It is their decision and I really do respect it. Obviously our goal now is to continue the discussions to reach an agreement for them to be back next season.

Ley admitted that "the series is crossing a difficult time at this moment". Besides the tyre controversy that also led to the late cancellation of the Nurburging round in May, the rest of this season's schedule remains unconfirmed because of ongoing pandemic restrictions in Asia. An FIA e-vote to finalise plans has been launched.

The Lynk & Co withdrawal leaves just 12 cars on the grid. A 20kg reduction for all cars was implemented last weekend to combat the tyre concerns, but it wasn't enough for Cyan. Marcello Lotti, president of the WSC organisation and founder of the TCR rulebook, confirmed that the team had requested a further 30kg reduction under Balance of Performance for its car. "We explained very clearly in terms of timing it was impossible," he said. "We need clear analysis of the changes we apply, where the car would be positioned compared to the others. Without enough time, especially linked to weight and height, it was not fair for the other competitors."

Marek Nawarecki, director of the FIA's sport and touring cars department, said that "we cannot point to one reason or specific condition" for the failures, but did refer to "some weaknesses that have been identified in the tyres by the tyre manufacturer".

Goodyear, which proposed an extra test and recommended settings at l'Anneau du Rhin, stated that it was "working with the teams to fully understand the cause, including analysing car set-up, track severity and the impact of track temperatures".

DAMIEN SMITH

Teenaged Brit Barnard wins twice in Germany

FORMULA 4

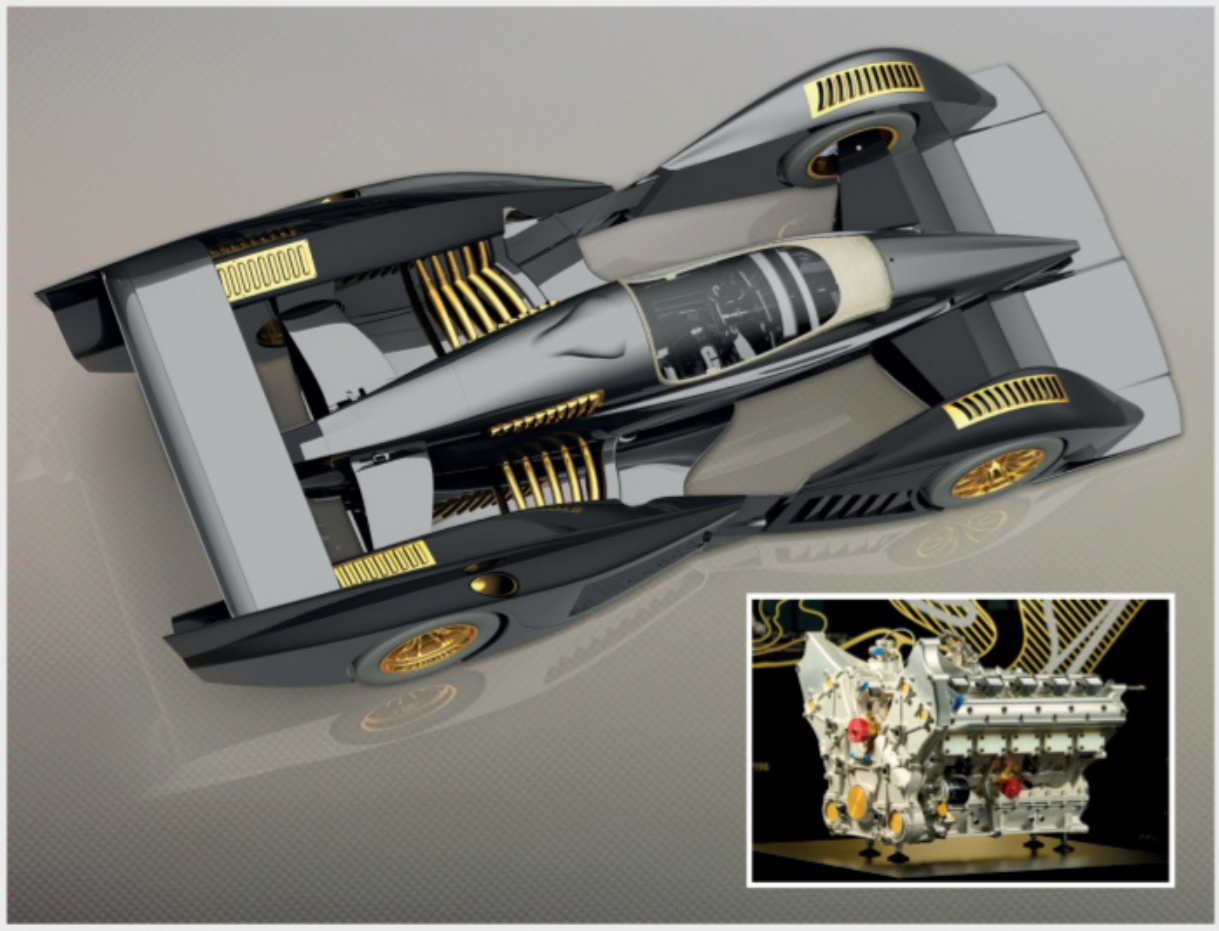
Briton Taylor Barnard notched up his first two Formula 4 wins in last weekend's round of the German ADAC series at the Nurburgring.

The 18-year-old finished second in the opening race to dominant series leader and Mercedes F1 junior Andrea Kimi Antonelli, but the Prema-run Italian was penalised for a false start, elevating Barnard to the top step of the podium. It was also the first victory for Berlin-based PHM Racing.

Barnard took his maiden pole for race two, and soaked up massive pressure from Antonelli throughout the half-hour duration to claim his first on-the-road victory and his second in all. He then raced from eighth on the reversed grid to third in the finale, again under attack from Antonelli, in a race won by Prema's Australian Ferrari protege James Wharton.

McLaren F1-backed Ugo Ugochukwu joined the German grid at the Nurburgring with Prema. The American, who is currently third in the British F4 standings, claimed a best result of sixth from the 13-car grid. He is expected to contest further German and Italian rounds that do not clash with his priority programme in British F4.

ZWEI/ADAC MOTORSPORT



RODIN

V10 racer to 'exceed' F1 speed

RODIN

More details have been revealed about Rodin's new FZERO – a closed-cockpit car that is set to offer greater performance than Formula 1 machinery – and the company is working on "interesting projects" to allow the creation to race.

The projected statistics behind the FZERO are staggering. Over 1000bhp will be produced from an ultra-lightweight four-litre twin-turbo V10 engine that is boosted by a 130kW electric motor. The anticipated top speed will be 360km/h (224mph).

The New Zealand-based manufacturer began work on the car in 2016 and is expecting a prototype to first hit the track by the end of this year with the target of a first customer delivery next summer.

It follows in the footsteps of the FZED, which was spawned from the aborted F1-style Lotus T125 track car programme. Rodin founder David Dicker, a Ferrari Challenge racer and tech giant, wanted to go much further with the FZERO and create a machine uninhibited by regulations.

"The idea is to be quicker than a Formula 1 car," explained Dicker, who said the FZERO will be lighter (698kg) and generate more downforce than F1 cars. "We don't have to be concerned about regulations at all – there's no limitations other than physics. I always wanted to build my own car – it just goes way back to when I was a kid. Then, when you want to build a car, you need a marketing hook. So we figured building a car quicker than an F1 was a good idea."

Dicker said that a Judd engine was originally considered before opting to create his own power unit, which is mated to a custom Ricardo eight-speed gearbox. "You start to analyse it and you realise the only answer is to build your own engine," he said. "We wanted to make the engine as light and compact as we could because of packaging and that's why you go for a 10-cylinder."

Asked about plans for the car to race, Dicker added: "We've got a couple of interesting projects that we're working on, but I can't talk about them at the moment."

STEPHEN LICKORISH

IN THE HEADLINES

ROSSI WINS IN ILLEGAL CAR

IndyCar Series ace Alexander Rossi has been penalised 20 points and his Andretti Autosport team fined $25,000 after his car was found to be underweight and in violation of two rules following his victory in the recent race on the Indianapolis road course. "To meet minimum weight [1700lb], the drink bottle and its contents were used as car ballast, which is not permitted and why the team is being fined and penalised," said series president Jay Frye. Andretti team boss Rob Edwards said that the squad accepted the penalty.

VEEKAY NAILED DOWN

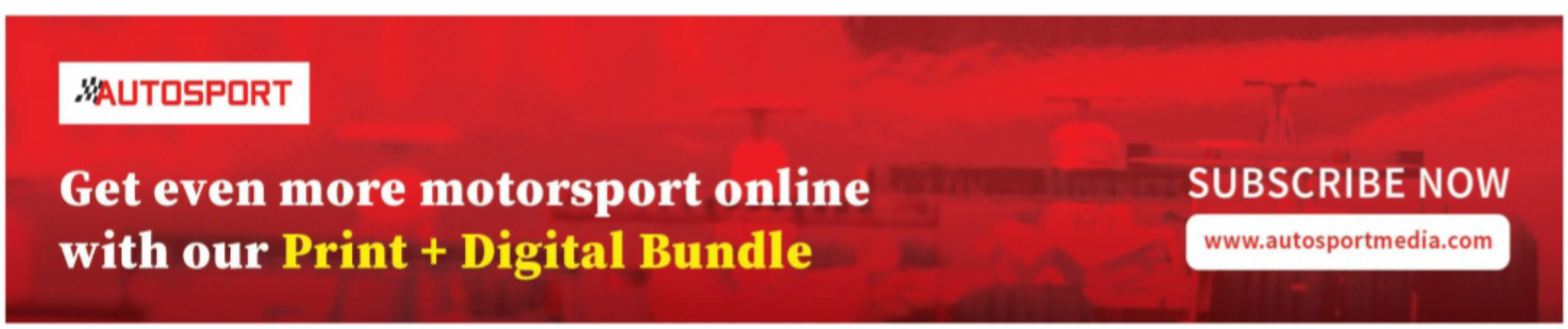
Up-and-coming IndyCar star Rinus VeeKay will remain on board at Ed Carpenter Racing for 2023 as part of a long-term agreement. The Dutchman scored his maiden IndyCar win with ECR on the Indy road course in 2021, and this season has claimed a pole position and five top-six finishes.

ANDRETTI'S NASCAR DEBUT

Former IndyCar race winner Marco Andretti will make his NASCAR debut at the Charlotte 'roval' on 8 October. Andretti, whose grandfather Mario won the blue-riband Daytona 500 in 1967, will line up in the second-tier Xfinity Series at the wheel of a Big Machine Racing Chevrolet Camaro. It will be the first time an Andretti has made a NASCAR start since John, cousin of Marco's father Michael, took part in the 2010 Daytona 500.

INDY ON IMSA SCHEDULE

The Indianapolis Motor Speedway road course will return to the IMSA SportsCar Championship schedule for the first time since 2014 next year. The race on 17 September will be a regular IMSA event of two hours and 40 minutes duration and not the enduro that track owner Roger Penske has been calling for. All five IMSA classes will take part in the event. Indy joins the IMSA calendar as Detroit and Mid-Ohio fall off it.



NATIONAL MOTORSPORT ACADEMY

Make Your Childhood Dreams a Reality.

The National Motorsport Academy's online motorsport engineering degrees allow you to study flexibly from anywhere in the world, making them the degree of choice for top-flight engineers in F1, WEC and WRC. All courses have been designed by motorsport engineers for motorsport engineers so you can be sure that your qualification is industry relevant and up to date.

The world of motorsport is fast-paced which is why we make our courses as flexible as possible. Choose your own start date and fit your studies in around your work and family life.

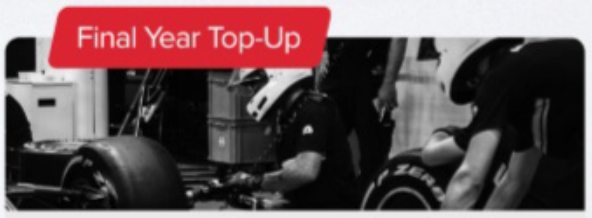
Don't put your career on hold! Accelerate your chances of promotion, bring your skills up to scratch or retrain with the National Motorsport Academy's online motorsport engineering qualifications.

BSc (Hons)

Motorsport Engineering

Get your motorsport career on track with the world's first online degree designed for motorsport engineers.

Final Year Top-Up



Motorsport Engineering Final Year Top-Up

Take your existing skills and qualifications and make them motorsport ready with our 1 year Top-Up Degree.

MSc

Advanced Motorsport Engineering

Become a Master of Motorsport Engineering with the world's only online, motorsport specific Postgraduate degree.

All degrees awarded by our academic partner De Montfort University.
Make your Childhood Dreams a Reality.

motorsport.nda.ac.uk
+44 (0)1159 123456

Could Leclerc leave Ferrari?

It might seem unlikely, but if Charles Leclerc decided to leave Maranello, he would be following in the illustrious and successful wheeltracks of Lewis Hamilton

MATT KEW

Thirteen races in 19 weeks. The first part of the 2022 Formula 1 campaign has been gruelling, with little allowance for respite and decompression. Now the summer break is under way, and the drivers find themselves chilling by a swimming pool, perhaps allowing their minds to wander. For instance, Charles Leclerc could very well be entertaining — for the briefest of moments — what life might be like away from Ferrari.

There's absolutely nothing to suggest that he's weighing up heading for the exit, especially as he holds a contract with the Prancing Horse until the end of 2026. And with George Russell clearly the future of Mercedes, Max Verstappen betrothed to Red Bull for a similarly long time, and Lando Norris the face of McLaren for the foreseeable, there's the small detail of where Leclerc would go should he rock the paddock by binning his red overalls.

When Lewis Hamilton decided to up sticks and sign for the Silver Arrows for 2013 and beyond, having been affiliated with McLaren since the age of 13, it was not a move predicted by many. But partway through a 2012 season dogged by botched pitstops, haphazard strategy and a rapid but unreliable race car, he had finally been tipped over the edge. Sounds familiar?

Arguably the greatest motivator for Hamilton departing Woking was not what took place on track. There was a tense dynamic between him and the looming presence of Ron Dennis who, despite resigning as team principal in 2009, continued to exert a level of control over his driver that seems unimaginable for the autonomous Hamilton we've known over the past decade. Naturally, the four-year spell without a crown following 2008 was also a major cause for despair, particularly as Hamilton had bounced back from his 2011 nadir to reaffirm he was among the very fastest drivers that grand prix racing had ever known.

"When Hamilton signed for the Silver Arrows for 2013 it was not a move predicted by many"

Seven pole positions aboard the F1-75, outfoxing Verstappen for DRS to win in Bahrain, plus overtaking his chief rival three times in Austria, all mean Leclerc has made a case for being considered among that company too. His current 80-point deficit to the reigning champion, with nine rounds to play, is only 11 shy of how far Hamilton finished adrift of Sebastian Vettel in 2012.

Like this time 10 years ago, Red Bull is being allowed to win races it shouldn't — Verstappen signed off for summer by winning in Hungary from 10th, having also spun, after Ferrari unfathomably pinned its hopes on the hard tyres. Back in 2012, it was Hamilton being hurt by pitstop problems in Bahrain and infamously losing pole and a likely certain win in Spain for a fuel issue. McLaren's strong development of the MP4-27 meant it was the quickest car of the lot come the mid-point of the year, as the Ferrari is today.

Then Hamilton lost victory in Singapore to a broken gearbox, stumbled with a suspension issue in qualifying in Japan, a rear anti-roll bar in South Korea and a fuel-pump failure in Abu Dhabi. The number of points squandered was close to triple figures. A major driver error had arrived at Valencia for the European GP, when the Brit tagged with Pastor Maldonado. Leclerc's biggest blunder came unaided, when he wiped himself out of the lead of the French GP. The quantity of team-based errors, though, is much more similar.

If Leclerc, having taken a sip of his Aperol Spritz (or whatever beverage) on holiday, is just for a moment contemplating whether it's better to stick or twist, consider this. The seismic regulation change has already happened. Hamilton didn't move to Mercedes for what it might offer in their first season together, but instead he knew the Three-Pointed Star was well ahead with developing its mule hybrid powertrain that would come to dominate F1 from 2014. Now, the shift to ground-effects has already arrived and the pecking order has been destabilised. That's what allowed Ferrari to take a stride forward to be in contention this season, and what makes the Maranello failings all the more crushing for first-time title protagonist Leclerc.

Ferrari may have already missed its best chance of championship glory should Red Bull's pedigree for developing strongly carry over from the previous generation. Adrian Newey and his design office know they need to target the RB18's weight problem most of all when designing its successor. That's why Ferrari dropping the ball in 2022 might turn out to be so significant should it not keep pace — the driver and car were ready to fight for the ultimate glory before the team.

There is, of course, one intangible factor, insofar as the attraction of driving for Ferrari at any point in time is arguably greater than the draw of a race-winning McLaren was for Hamilton 10 years ago. If Leclerc left, he would be turning his back on the set-up that has nurtured him through the Ferrari Driver Academy since 2016.

Nevertheless, in the most unlikely scenario that Leclerc decided enough was enough at Ferrari, having continued to miss out in 2022 through the team's blunders rather than his own, as Hamilton has shown, it wouldn't be a move totally without precedent.

GOODWOOD REVIVAL

16 • 17 • 18 SEPTEMBER

TICKETS NOW LIMITED

GOODWOOD.COM

Bouncing back with a bad car

The ex-McLaren head of vehicle engineering looks back at the team's tough 2009 season with Lewis Hamilton

MARK WILLIAMS

Engineers love to solve problems, it's the day job. So a comprehensive rules change can be a fantastic opportunity to show off your skills. However, there are a couple of key challenges: how do you set the performance targets; and are there any loopholes that you have missed?

Setting a performance target isn't usually overly difficult. Formula 1 cars are on a continual development schedule, mainly aerodynamic. The mechanical development tends to be done to make the aerodynamics work better. This is why you have to have regular rule changes — to slow the cars down and prevent them exceeding the safety level of the circuits.

So, vehicle performance sits in a narrow band, which you sawtooth your way through, heading up at a steady positive gradient until a regulation change resets you to the bottom of the band and the process starts again. Sometimes teams press their own reset button, as McLaren did in 2013, but we won't go there today. That was a very painful season.

However, the 2022 rules were a massive change designed to make racing closer — on which they have delivered spectacularly — but performance was unknown. It is testament to the quality of F1 engineers that the grid is as close as it is, although they are probably all too young to have worked through F1's first foray into ground-effects over 30 years ago. Porpoising — yes, been there...

Fortunately no one has found any loopholes [*perhaps in the floors? — ed*]. Unlike 2009. Quite late into 2008 people were returning from the Technical Working Group meetings at the FIA worried that they had missed a trick. Ross Brawn was intimating that performance wouldn't drop that much with the new rules, implying that his team had recovered most of the lost downforce. How could this be possible? We certainly couldn't see how to do it and clearly most of the other teams couldn't either.

McLaren started 2009 with no double diffuser

However, one guy had. He had discovered a loophole allowing a significant improvement to the rear diffuser, now known as the double diffuser. Not only did it win back that lost downforce but it also gave the car excellent rear stability — win-win.

When everyone arrived in Melbourne for the season opener, the writing was already on the wall. Brawn was quick in pre-season testing and dominated the weekend. Toyota and Williams had also developed double diffusers. If the concept wasn't banned for exploiting a loophole and being against the spirit of the 2009 regulations, then everyone would have to follow suit.

Because it's impossible to define 'the spirit' of a regulation, clearly it wasn't going to be banned and besides it did spice up the championship. So double diffusers were allowed and the race to develop one was well and truly on.

The first half of the season was clearly going to be a challenge. Jenson Button won six of the first seven races with Brawn. Lewis Hamilton, as world champion, was racing with McLaren to be the third or fourth-best team! When you have been successful in every formula you have raced in, this was a whole new experience.

What kept Lewis, Heikki Kovalainen and everyone going was the knowledge that once we understood the double diffuser we would be back challenging for the win. It was a very clear focus. However, producing a new piece of complicated bodywork takes time.

Notwithstanding the windtunnel development time, there is the production aspect — tooling has to be designed and made before you can make the first part. Then you need to make spares in order to go racing. So it wasn't until round 10 that we were in a position to deploy our best solution. Nine difficult races, where the theoretical best position you can finish is seventh, is challenging because a lot happens in the midfield. It's a vulnerable place to be.

Meanwhile, we had our own challenges with our KERS implementation. It's a testament to both drivers that they stuck with it. What is very important is keeping them informed with regard to development progress. Driving the latest development in the simulator knowing you can't race it for a few months is rewarding yet depressing.

So, it is possible to turn a slow car around providing you know *why* you are struggling. Identifying the problem is the key, then you might just make a breakthrough. But if you are simply behind on downforce production and everyone else is already running to stand still, you will struggle. It may take a whole season and longer to get back to where you would like to be. While racing can be such a cruel sport, if you love a challenge, for an engineer it's a great place to be. As designer Ralph Bellamy once said: "When you're winning, all you learn is how to smile."

P16 HAMILTON 2009 VS 2022

AUTOSPORT

Summer Sale!

Get ready for the second half of the season with Britain's best motorsport weekly

Le Mans and Azerbaijan G
AUTOSPO
Ferrari disaster in
Verstappen gets his Azerbaijan re
as Leclerc's challenge explo
...Toyota joy at Le Mans
How Buemi, Hartley and Hirakawa made history
BMW Motorsport at 50 special
AUTOSPORT
BRITAIN'S BEST MOTORSPORT WEEKLY
11 AUGUST 2022 £4.99
HAMILTON'S TROUBLES
2009 VS 2022
How Hamilton helped McLaren's recovery and what's different at Mercedes
'One thing that's not changed is Lewis's attitude, he's fighting'
PLUS
Dixon pulls off another IndyCar miracle
WRC Tanak beats Rovanpera in epic Rally Finland
WIN!
SILVERSTONE CLASSIC TICKETS
ton Martin's plan to beat the best
AUTOSPORT
RS THRILL
GOODWOOD
ton makes debut in
amatic return
title contention
dges towards IndyCar crown

TRY 3 ISSUES FOR JUST £1

Get this exclusive offer here

www.autosportmedia.com/offer/ASPAUG22

Terms and conditions: Offer valid for new UK subscriptions by Direct Debit only. After your first 3 weeks, your subscription will continue at £15.99 a month for the print and digital bundle or £14.99 a month for the print only package. Direct Debit rates are valid for one year after which they are subject to change. Should you wish to cancel your subscription it will be cancelled on expiry of the current term. You will be emailed instructions of how to gain access to your digital subscription. Savings based on the standard UK cover price. Offer ends 31st August 2022

The dark horse for Le Mans 2024?

While the focus has been on the exciting prospect of Ferrari vs Porsche at the French classic, BMW's factory return to endurance racing should not be ignored

KEVIN TURNER

All the talk, understandably perhaps, has been of Ferrari and Porsche. The fact that two of motorsport's true heavyweights are going to go head to head at the Le Mans 24 Hours is tantalising. The two factories haven't clashed for overall victory since 1970, but they are still first and third on the all-time wins list.

But there is no guarantee they will have things all their own way. Not only is Toyota already established in the Hypercar class and Cadillac (also due to arrive in 2023) winning in the IMSA SportsCar championship, but BMW is coming back.

As our special package celebrating 50 years of BMW Motorsport (see page 24) shows, touring cars are the first things you think of when it comes to the Bavarian marque. Autosport voted the E30 M3 the greatest tin-top of all time in 2020 and there have been numerous titles all over the world, scored by such machines as the iconic 3.0 CSL 'Batmobile', E36 Super Tourers of the 1990s and the 330i M Sport that took Colin Turkington to his fourth British Touring Car crown. Formula 1 fans of certain ages might also think of the flame-spitting Brabham-BMW turbos of the 1980s or the screaming Williams-BMWs that narrowly failed to unseat Michael Schumacher's dominance with Ferrari during the 2000s.

But BMW's endurance racing credentials shouldn't be overlooked. Even as long ago as the pre-Second World War 328, BMW has been adept when it has tackled longer races. It has three times as many wins in the Spa 24 Hours as any other manufacturer and tops the Nurburgring 24 Hours chart. And it won against what was arguably the greatest Le Mans entry in recent times in 1999.

> **"BMW won against what was arguably the greatest Le Mans entry in recent times in 1999"**

The BMW S70 V12 had proved its worth powering McLaren's debut in the French classic in 1995, the F1 GTR finishing 1-3-4-5. In six-litre form it was the basis of BMW's first proper sports-prototype programme. Built with Williams, the first car — the V12 LM — was a failure but the follow-up was something else.

The almost all-new V12 LMR took pole and won first time out at the 1999 Sebring 12 Hours in the hands of JJ Lehto, Tom Kristensen and Jorg Muller. It would go on to win three other American Le Mans Series races that year, narrowly missing the title, but by then had already won the Big One.

Toyota's ever-popular, Group C-like GT-One and the now-infamous, 'aerial' Mercedes CLR attracted most of the attention at Le Mans and Toyota duly locked out the front row. But the two Schnitzer-run works V12 LMRs qualified third and sixth in a field that also included entries from Audi and Nissan. They had great race pace and were the main rivals for the Toyotas from early on.

The two fastest Toyotas hit trouble, as did the leading V12 LMR, but Joachim Winkelhock, Pierluigi Martini and Yannick Dalmas beat the third Toyota to take BMW's first — and so far only — outright Le Mans win as a constructor. The debate about whether the Ukyo Katayama/Keiichi Tsuchiya/Toshio Suzuki GT-One would have won had it not tripped over a lapped (privateer) BMW and got a puncture could go on forever, but BMW got the job done. And it did so in only its second year (if we exclude the long-tailed McLarens in 1997) during a competitive era. Even Tom Walkinshaw Racing and Jaguar took three goes in the 1980s.

Both Kristensen, after more than a decade in all-conquering Audis, and BMW stalwart Steve Soper still talk about the V12 LMR in enthusiastic tones. It even put up a decent defence in the ALMS in 2000 as the project wound down and Audi arrived with the R8, one of the all-time great sportscars.

The ultimate success of BMW's new contender, the M Hybrid V8, will partly depend on how the dreaded Balance of Performance pans out between the pure-bred LMH cars (such as the Toyota and Ferrari) and the cheaper, LMP2-based LMDh machines. But BMW knows a thing or two about motorsport politics after its time in the DTM and any touring car series in which it has had to fight against hordes of front-wheel-drive cars (pretty much every other tin-top championship). Plus, there are more manufacturers on the LMDh side, and they include Porsche...

BMW also selects its partners well. WRT, which will run the car in the World Endurance Championship, has won nearly everything there is to win in GT3 with Audi and made a triumphant jump into LMP2 last year. Dallara, which is one of the approved chassis builders, hasn't had a happy time in LMP2 (though the successful IMSA Cadillac DPi-V.R is Dallara-based) but it has taken over the non-F1 single-seater landscape, including IndyCar and F2.

Finding drivers of the right calibre will hardly be an issue and BMW is planning to contest IMSA next year, so the car should be race-proven before it gets to Le Mans in 2024.

Porsche rules the roost as endurance racing's greatest superpower (look out for our 956/962 special in the 25 August issue) and Ferrari, making its first effort in sportscar competition's top flight since 1973, is the romantic favourite.

But underestimating BMW's Le Mans return would surely be a big mistake.

P24 BMW MOTORSPORT AT 50

ING
ING
ING
ING
vodafone
vodafone
vodafone

HAMILTON'S EXPERIENCE OF TURNING SILVER INTO GOLD

The seven-time champion has been lumbered with a duff car before the 2022 Mercedes. Back in 2009, McLaren's alchemists transformed the disastrous MP4-24. And now it's happening again at his current team

ADAM COOPER

PHOTOGRAPHY motorsport IMAGES

MAIN PIC: FERRARO

Hamilton knew McLaren was in trouble when testing with the 2009 MP4-24 began

When it became apparent at the start of the 2022 Formula 1 season that Mercedes was in trouble, some observers claimed that it was the first time Lewis Hamilton had been given an uncompetitive car. But those with longer memories recalled 2009, when the McLaren MP4-24 proved to be a total disaster at the start of the year. Hamilton was left struggling in the wake of Brawn and Red Bull in a season that was dominated by the double diffuser.

There are many parallels between the situations in 2009 and 2022, as well as some differences. The common link is that Hamilton never gave up and helped to drive the team on, and in both cases his engineers responded and worked away to improve the car.

In 2009, McLaren went from close to the back of the grid to Hamilton winning the Hungarian Grand Prix in July. This year, Mercedes didn't start from quite so far down the field, but initially there was a huge gulf to the pacesetters. By the recent Hungarian GP, the car was capable of taking pole in the hands of George Russell and, after an issue in qualifying, Hamilton logged his fifth consecutive podium with second place.

Even within the Mercedes camp, the comparison with 2009 has been very evident, and in effect used as a motivating tool. "We talked about it," reveals team boss Toto Wolff. "Lewis said by Hungary we turned the car around in McLaren and it was competitive again. I must really say I admire both of our drivers who, in a very personal way, have contributed to develop the car throughout the season. Together, these two drivers at very different stages of their career were a tremendous force together in order to keep the spirits high."

So what went wrong at McLaren in 2009, and how did the team that had carried Hamilton to the previous year's world championship drop the ball?

That winter represented a huge package of rule changes, of a scale similar to those that caught out Mercedes in 2022. Just as this year's cars were intended to make it easier to follow, for 2009 the Overtaking Working Group had come up with a substantially revised aero package, including a wider front wing with adjustable flaps, a narrower and higher rear wing, and fewer aero appendages. Throw in a move from grooved to slick tyres and the arrival of KERS, and the overall package represented a significant change.

The general idea was a massive downforce cut and, as ever, the job of the teams was to claw it back. And no one was to do that more spectacularly than Honda under its boss Ross Brawn. While others continued to work on their 2008 cars, Brawn's crew focused on the future.

In the summer of 2008, rivals were given a hint of what Honda had already achieved. "We were in a meeting of the Technical Working Group in probably about August or September," recalls Paddy Lowe, who

LEWIS IN 2022 SO FAR

13 Races

0 Wins

6 Podiums

0 Poles

2 Fastest laps

13 Laps led

6th Championship position

MOY

LEWIS IN 2009

17 Races
2 Wins
5 Podiums
4 Poles
0 Fastest laps
182 Laps led
5th Championship position

was then McLaren's technical director. "Ross came into the room and he quoted some downforce numbers for what they'd got to. And we were a) shocked that he should tell everybody, and b) shocked at the numbers.

"We all said 'that's completely unbelievable' to ourselves. The other teams are going, 'Ross, what's he been smoking? No way they've got that sort of downforce.' And he was saying we need to change the regs, we've completely overcooked it here. These regs are much more powerful than they should be. That was his pitch.

"And basically, the conclusion of the TWG was we didn't need to change the rules, because Ross is obviously on some special drugs. Everybody had these sort of wide-ranging targets that they all felt reasonably comfortable with."

"WE ALL SAID, 'THAT'S UNBELIEVABLE. WHAT'S ROSS BEEN SMOKING?'"

McLaren and others didn't take the hint. The Woking squad was anyway focused on beating Ferrari to the 2008 title, which Hamilton managed to do on the last lap of the season finale in Brazil.

It was to be a tumultuous winter for F1. Honda pulled out, but Brawn was able to save the team under his own name, helped by McLaren boss Martin Whitmarsh agreeing that Mercedes could supply a second team with engines. And work progressed on the MP4-24.

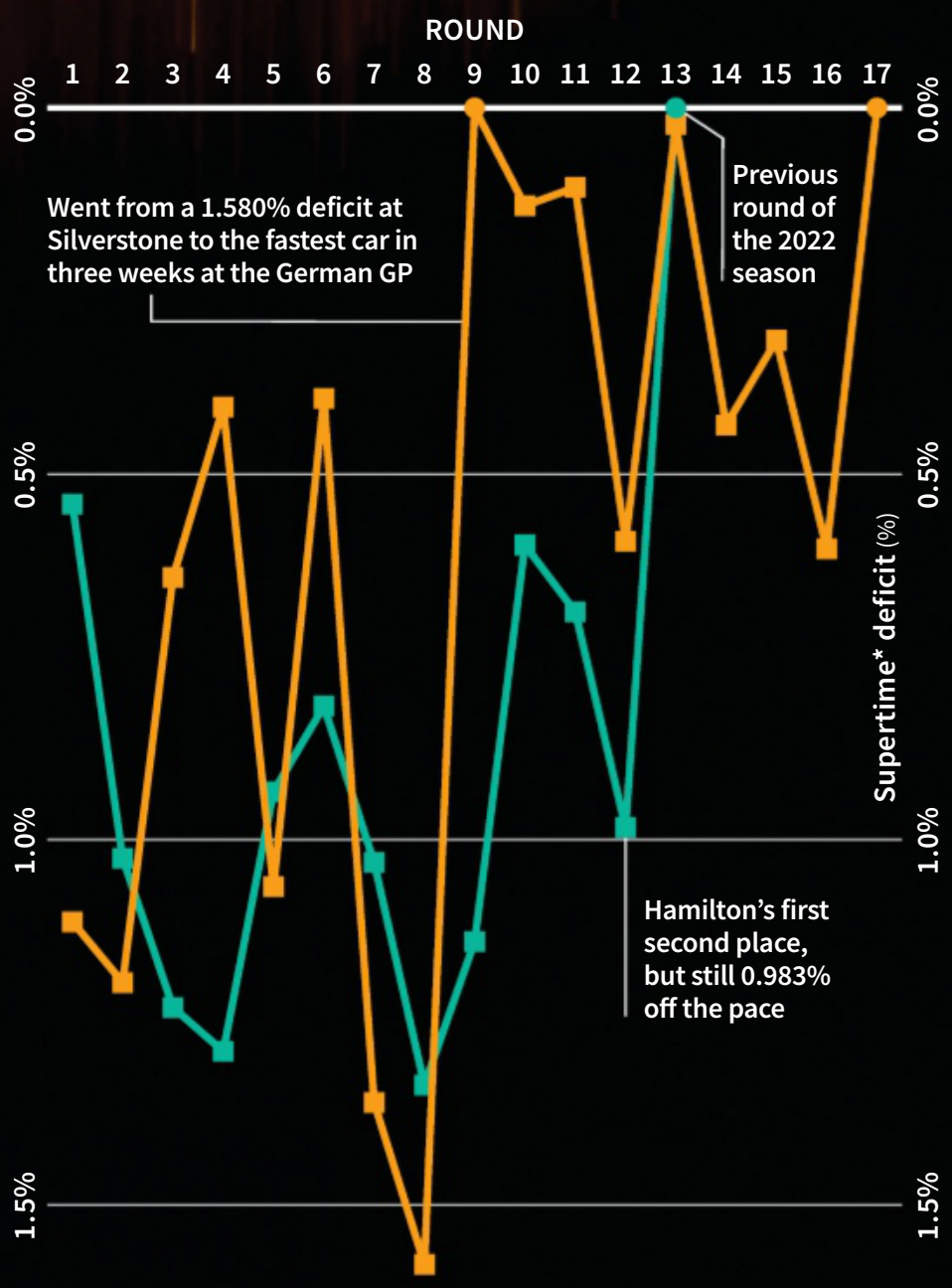
"I remember it very clearly, 2009," says Hamilton. »

ETHERINGTON

SUTTON

SUPERTIMES DEFICIT 2009 vs 2022

Comparing McLaren's raw pace in 2009 with that of Mercedes so far in 2022


ROUND
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
0.0%
0.5%
1.0%
1.5%
Supertime* deficit (%)
Went from a 1.580% deficit at Silverstone to the fastest car in three weeks at the German GP
Previous round of the 2022 season
Hamilton's first second place, but still 0.983% off the pace

KEY
- 2009 DEFICIT
- 2022 DEFICIT
- FASTEST CAR THAT RD

*Supertimes are based on the fastest single lap by each car at each race weekend, expressed as a percentage of the fastest single lap overall (100.000%).

Drivers were not impressed when they saw the MP4-24

GOSLING

SUTTON

De la Rosa (left) recalls team being happy it had hit its targets

"IT WAS HORRENDOUS TO DRIVE. THE WORST CAR THAT I HAD EVER DRIVEN"

"I remember arriving in February or January I think it was, coming back from winter training, and walking along or being in a meeting with the guys. They said that from their interpretation it was 50% less downforce than the previous year. And they were, 'We've already hit our targets'. And I remember being, 'Wow, really? That means you've probably not set it high enough…'"

Others say that the actual number was probably more like 25%, but Hamilton's memory is essentially correct. "I remember that they were clearly happy because they had met the targets," says former McLaren test driver Pedro de la Rosa. "They showed me a graph of the 2008 downforce level across all speeds, and then the 2009 expected development targets during the winter. Clearly there was a gap between 2008 and 2009. So they were expecting a huge downforce reduction. And the line of the figures for the weeks that they had been testing the new car in the windtunnel just met perfectly well the targets. The team was clearly on target. The problem was that the target was too pessimistic and obviously too easy to achieve. And it generated complacency."

"We had a target, which was clearly not ambitious enough," Lowe admits. "And we did meet it, just about. I think everybody had targets which they all felt they probably met."

De la Rosa's concerns were realised when he saw the MP4-24 for the first time. "None of us had seen the proper car," he recalls. "Lewis, Heikki [Kovalainen] or me. I remember launching the car or removing the cloth it was covered with. And we all went, 'Oh dear, how ugly it looks!' Normally everyone goes, 'Wow'.

"It looked slow when we unveiled it. It was like a shoe box with wheels compared to the 2008 car, which had so many winglets and bargeboards, and was a beautiful car. It looked bulky, and heavy. And it had no science behind it; it just looked too simple to be fast."

Hamilton's own concerns were realised when he tested it for the first time. "I remember getting in the car in Portimao and it was horrendous to drive," he recalls. "It was the worst car that I had driven, apart from the engine was good. But I was three-wheeling everywhere, the wheel was coming up massively."

Meanwhile, the Brawn BGP 001 soon emerged – complete with controversial double diffuser. The goalposts had not just been moved; they'd been dismantled and taken to another stadium...

In those days, McLaren alternated project leaders. The 2008 car had been the responsibility of Tim Goss – in a twist of fate now working for the FIA and charged with addressing porpoising – while the MP4-24 was overseen by current Alpine technical director Pat Fry.

"I remember at the first test, we were four seconds off the pace," Fry says. "And we brought our first race upgrade along to the second test, and in reality it was one of those good days, because you put all this stuff on the car, and we went 2.4 seconds a lap quicker, I think it was. In any normal day, that's a good development! But that just left us 1.5s off where everyone else was."

The root of McLaren's problems was something we've seen many times, and which almost certainly played a role in the struggles of Mercedes in 2022. The team had to focus on winning the 2008 title and, as such, the following year's project didn't get enough attention.

"I think it was very much the case," says Lowe. "The evidence for that is we were fighting tooth and nail with Ferrari to the bitter end in 2008. And they were also very shit in 2009! And then you had the opposite, because you had Brawn, who had literally done no work at all on their car in 2008, and then they came out at the front."

"In reality, we had done three windtunnel tests by September on that car," states Fry. "And all the windtunnel time was going into winning the championship. And what's the easiest championship to win? The one you're leading. So, ultimately, we didn't get anything fundamentally wrong. We just didn't start it anywhere near early enough. Ross had five windtunnels working on the Brawn for a year and a quarter."

Fry insists that there's a key difference compared to this season. While Mercedes is still struggling to fully come to terms with the W13 and porpoising, in 2009 McLaren knew exactly what it had to do – pile on downforce. "We hadn't screwed anything up," he says. "We just hadn't started early enough. And then you play catch-up. When it's a new aero rules package, there's a massive learning curve, then you flatten out. And we just delayed our bit.

"So I think that's quite a different situation from Mercedes today, because they obviously put loads of time in, chose a concept, and credit to them, they're sticking with it. You've got to know where you're going. And you've got to realise what mistakes you've made. It's harder for Mercedes to dig themselves out of it this year because it's almost like they've gone down a route that's made life hard for themselves. And how you back out of that is always a challenge."

After Brawn dominated the 2009 season opener in Australia, it became clear that the double diffuser was regarded as legal, although it was just part of the renamed team's magic package.

"The best thing for Brawn was Martin Whitmarsh," says Fry. "He negotiated the deal that got them the Mercedes engine that made their car one second a lap quicker! Going through times like that it shows the strength of an organisation really, and it was quite interesting, seeing how people reacted and panicked and whatever. And you've just got to stay calm, and keep working through it.

"There were lots of people rushing around like headless chickens, whose names I'd better not mention. But it was quite clear why we were slow. Everyone was going, 'We've got problems with the suspension'. We were just putting less load on the tyre." »

Hamilton ended 2009 season in fifth, with two wins and four poles

McLaren and others had no choice but to copy the double diffuser and get it to the track as soon as possible. "This recovery, when we went from the back to front, I think is probably the best recovery in the history of the sport," says Lowe. "Part of that was bringing out our own double diffuser. You had to reach this point of, if you can't beat them, join them. We had to do it ourselves quickly. And the guys did a really brilliant job of it.

"We did a whole lot of work and simulation, and we worked out that in our units, we were 40 points down. And I set a challenge to the team. It became sort of biblical – I said we've got to find 40 points in 40 days, you've got to find one point a day. And then we got to make it obviously, in real bits. So it was more than 40 days, there were probably another 40 days to make the bits."

Fry adds: "It was just a constant aero upgrade. I can remember sitting on a plane on the way back from some early race with Lewis and his dad, and his dad was giving me a bit of coaching! He said, 'You've got to get rid of this KERS system, it's rubbish, it's just heavy'. I said, 'Well, we're on the weight limit, we're at the right weight distribution, and it's worth three tenths. So I don't think it's actually the problem, the problem is aero.'"

McLaren also had to come to terms with the fact that there was a fundamental flaw in its windtunnel that the 2009 package exposed. "Teams like Toyota, Williams and Sauber had leapfrogged us with bigger tunnels," says Lowe. "They didn't leapfrog Red Bull, because Red Bull just by a quirk of history had a very, very big tunnel, an old concrete thing from the Ministry of Defence. Ferrari and us both suffered, because this new ruleset really found the weakness in people with small tunnels.

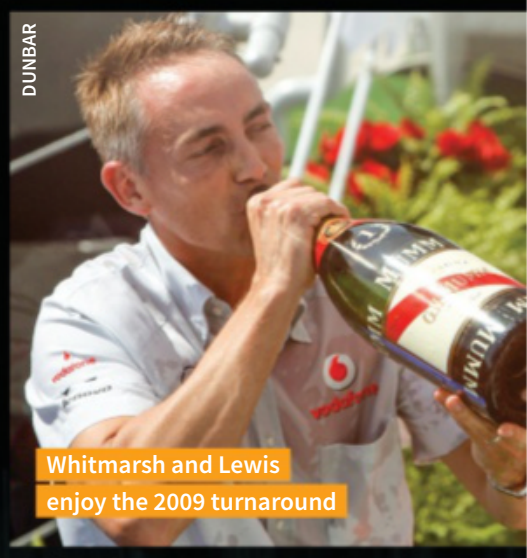
"The fact that the front wing was so wide, and the rear wing was so high, completely screwed us in our tunnel, because frankly it was just much too small. The outboard wake from the front-wing endplates was going into the wall of the tunnel. And there just wasn't the gap between the front-wing width and the tunnel width, and the same in our case between the tunnel height and the top of the rear wing.

"As the trend showed, the quick guys had this outswept front-wing endplate; we had to copy that blindly. It didn't look good in the tunnel, but we just made it and put it on the car, and it worked. We had to develop blindly against the tunnel's numbers."

In another intriguing parallel with 2009, Mercedes recently put a floor on its car that hadn't run at all in the tunnel, so keen was it to see the results.

Hamilton kept faith as his team worked away. A major new package finally arrived for his car for the German GP at the Nurburgring in July. At the previous four events he'd qualified 14th, 19th, 16th and 18th. "I remember the struggles of that year, qualifying 15th or whatever it was in the first race and then just continuously chipping away," he recalls.

Andrew Shovlin



Whitmarsh and Lewis enjoy the 2009 turnaround

FERRARO

"And I remember getting a big upgrade at Nurburgring. They only had one kit and, because I was ahead on points, I think it was, I got the upgrade. I remember going through Turn 6 and 7, it was the first time we could take it flat. I accidentally had the radio on, and I made this whoo-hoo kind of noise, and they played it back to the guys back in the factory!"

The double diffuser made the whole car work better. Hamilton qualified an encouraging fifth in Germany, although his race was compromised by a first-lap puncture. But there was more to come for the next race.

"We didn't have enough front wing to balance the car properly," says Fry. "And in the windtunnel on the Sunday before Hungary we found a change in the lower nose shape that actually gave us enough balance, and improved the efficiency. I got in early Monday morning, saw the report, and it was, 'Right, I want that for Thursday'. And it was drawn, moulded, made. First set went in the hand baggage with me, a plane flew the next set out for Saturday. And in Hungary we won the race."

De la Rosa says: "It was one of those upgrades that delivers more than what you're actually expecting. It was the real beginning of the season for us. Suddenly we were competitive, and fighting for wins."

The Hungarian victory signalled what a remarkable turnaround the team had achieved. "We were quite embarrassed at our own failure in the face of Mercedes having done a great job on the KERS," says Lowe. "But Hungary was really nice, because we had brought the team back to the front. And in the race Lewis overtook Mark Webber with the first KERS-boosted overtake."

Over the final seven races of the season, Hamilton logged four pole positions, and scored a second win in Singapore. F1 had never featured a change in form quite like it. "It's one year I look back on with great pride," says Lowe. "That was an incredible recovery. And I was happy to be the leader of it, a fantastic team turned around a very, very difficult situation.

"And we had great support from our management, we never got a bollocking from Ron [Dennis] or anyone. It was just we know what we've got to do, let's get on with it. So it was really one of the years I look back on with the most pride around what can be achieved in F1."

"Hungary sticks in my mind because of the effort to get there," says Fry. "You have good days and bad days, but when the entire organisation has worked their arse off for a week to make something, and that makes a difference so you can win a race, then everyone through the entire company can feel proud of it, can't they?"

The punchline to the story is that McLaren's 2009 recovery perhaps wasn't fast enough for Mercedes and, at the end of the season, the manufacturer decided to buy and rename Brawn GP, and gradually back out of its involvement with McLaren. Eight constructors' titles later, that has proved to be a good move.

McLaren's progress in 2009 was observed by Brawn's Andrew Shovlin, now engineering chief at Mercedes. "There may well be parallels," he says of the comparison. "If you looked at the situation with McLaren back then, the car that they launched wasn't really equivalent to the capability within the team.

"When they started to understand what they had to do with the regulations, the development rate was really impressive. And a parallel might be that within our team, we're just starting to really get back the enjoyment for that engineering challenge, and the development challenge. There's a lag between your understanding, and your learning, and actually bringing bits to the track that make it quicker. But the atmosphere is one of a team that's determined to get back to the front."

"ONE THING THAT HAS NOT CHANGED IS LEWIS'S ATTITUDE. HE'S FIGHTING"

And at the heart of it all is Hamilton, who also recognises the comparisons with 2009: "This year, at the start of the season, very, very similar when we were in February sitting down in the room. We'd got a lot of performance on the car, a lot of confidence, the car's going to be good. And then you get in the thing and it was bouncing, and it's taken us a long time to fix that, taking a lot of performance off that car to enable it to stop bouncing. But it's impressive to see a group of people just continuously not giving up."

And, as in 2009, Hamilton is providing crucial motivation from the cockpit. "One thing that has not changed is Lewis's attitude," says de la Rosa. "Lewis was excited back then, he was the world champion, he was fighting, he still had this belief that he could do it at the end, he could recover the points. And this hasn't changed, because if you look how happy he was in Paul Ricard, he looked like he had won the race. And to do this after 300 grands prix is impressive."

"That is the signature of the great drivers," says Lowe. "If you want to talk about Lewis or Mansell or Senna, or Alonso being a boost to the guys at Aston Martin, these are the guys everybody gets out of bed for. Why did we do 40 points in 40 days? Because we knew we didn't have a tugger in the car. We had a guy who is going to really wring its neck. And that's how it works. It's so important."

Can Mercedes also return to winning ways in 2022?

THE POWERHOUSE BEHIND BMW'S ULTIMATE RACING MACHINES

The success of BMW Motorsport came from a moment of failure

KEVIN TURNER

Some say you should be judged by how you deal with failure. If that's the case then BMW's response to being thrashed in the 1972 European Touring Car Championship has to be regarded as one of the finest moments in motorsport history.

Stung by defeat at the hands of Ford, BMW created its Motorsport division. For 50 years it has been a source of success for the Bavarian manufacturer in touring car racing, sportscar competition and Formula 1, not to mention some of the greatest road cars of all time.

Neerpasch, here with Ronnie Peterson, was a key figure in Motorsport's early days

SCHLEGELMILCH/MOTORSPORT IMAGES

Ford team manager Jochen Neerpasch was recruited for the project and along came other key figures, including Ford's 1972 DRM champion Hans-Joachim Stuck. The bewinged 3.0 CSL (actually with 3.3-litre and 3.5-litre versions of the sweet straight-six engine) swept Ford aside in 1973, Toine Hezemans taking the ETC drivers' crown. BMW also topped its class at the Le Mans 24 Hours. Mission accomplished. But really it had only just begun.

The competitiveness of the ETC fell away during the rest of the decade, apart from the arrival of the rapid but unreliable Broadspeed Jaguar XJ12C that should have been more successful, and BMW drivers would take every crown from 1975 to 1983. Those successes were largely left to privateer teams, but BMW Motorsport's wider presence increased with the Junior programme (see page 36), the fire-breathing Group 5 320i Turbo and then the M1.

The initial idea to work with Lamborghini on the M1 failed and the mid-engined supercar's success in endurance competition was limited, but the Procar Championship made the M1 a regular feature of F1 weekends and is fondly remembered as one of the great one-make series.

Although the M1 was also produced as a road car, the arrival of the E12 M535i in 1979 took the Motorsport division down a new path. The super saloon was the start of a string of road machines that would become legendary, including the M3 and M5, creating a strong brand that continues to sell cars to this day.

In motorsport, BMW's attention turned to F1 in the early 1980s. It had scored European F2 success throughout the 1970s, usually in

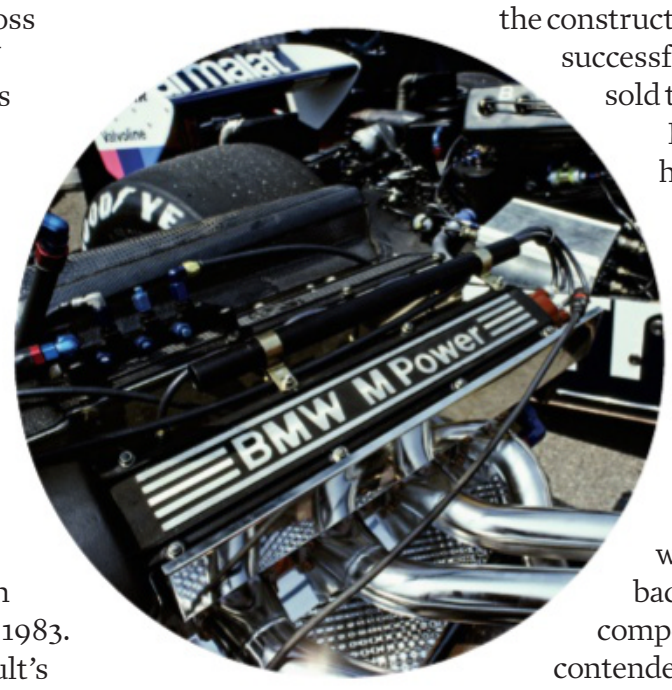
Batmobile moved the goalposts in 1973 ETC

March chassis (see p26), and had experience with turbocharging in tin-tops. F1's turbo era appealed (eventually — BMW's board was not initially keen), and new Motorsport boss Dieter Stappert helped broker a deal for BMW to go into partnership with Bernie Ecclestone's frontrunning Brabham team, engine genius Paul Rosche overseeing the inline-four turbocharged M12/13 (right).

The project was a rocky one at times, the engine proving unreliable and Brabham returning to the Cosworth DFV until BMW issued an ultimatum. But Nelson Piquet helped push the programme along and took a crucial win in the 1982 Canadian Grand Prix, just a week after his BT50 had failed to qualify in Detroit.

A switch to a digital electronic control system and special fuel to help cure detonation problems were the final pieces of the puzzle in 1983. Piquet famously snatched the title from Renault's Alain Prost at the South African finale in Gordon Murray's BT52. It was the first F1 championship won by turbo power.

BMW also supplied powerplants to ATS, Arrows, and Benetton, although there were no more titles before it withdrew at the end of 1987, leaving Arrows to run the Megatron-badged engine.



All the while BMW had continued to compete at the front of international touring car racing, first with the shark-nosed 635CSi and then with the iconic and boxy E30 M3. The agility and reliability of the M3 allowed it to take on more powerful machinery, principally the turbocharged Ford Sierra RS Cosworth. Roberto Ravaglia and his Schnitzer-run M3 won the inaugural World Touring Car Championship and there were further successes around the globe, including in Britain, Australia, Italy and the German DTM.

BMW remained at the forefront during the big-budget Super Touring era of the 1990s, with two and four-door versions of the E36 3 Series, which also sprouted wings after Alfa Romeo upped the aerodynamic ante in 1994.

Its last major success was Johnny Cecotto's 1998 Super Tourenwagen Cup title with Schnitzer, by which time BMW had linked up with Williams and was eyeing F1, as well as Le Mans success. The V12 LMR won the French endurance classic in 1999 and BMW stepped back into F1 the following year.

The partnership could be described as moderately successful, but did not deliver a title. The P80 V10 was often regarded as one of the period's most powerful, but Williams lagged slightly behind in the aero and chassis stakes, and Ferrari was in the middle of its strongest epoch with Michael Schumacher. There were 10 GP wins and Williams twice finished second in the constructors' championship before the relationship broke down.

Frank Williams and Patrick Head didn't want to relinquish control and instead BMW bought Sauber ahead of 2006. The combination came on strong and Robert Kubica briefly led the 2008 standings thanks to victory in Canada before BMW fell away, taking third in the constructors' championship. The F1.09 was not a successful response to F1's new rules and BMW sold the team at the end of 2009.

During the 2000s, BMW's success in tin-tops had continued. The Super 2000 versions of the E46 and E90 3 Series were competitive in the revived WTCC, Andy Priaulx scoring a hat-trick of titles between 2005 and 2007. BMW also helped launch the careers of many drivers with its Formula BMW entry-level single-seater category, using Mygale chassis.

Since then, BMW has been a key player in the competitive GT3 arena, run a brief GTE programme with the M8 and entered, then withdrawn from, Formula E. Now it's heading back to the top level of international sportscar competition with the M Hybrid V8 LMDh contender, which celebrates BMW Motorsport's half-century and is being developed in conjunction with powerhouse single-seater constructor Dallara.

Not bad going for a story that began because of the Ford Capri.

Williams-BMW F1 combo scored 10 wins in V10 era

BMW is targeting Le Mans success with LMDh project and Dallara

AND ABOVE: SCHLEGELMILCH/MOTORSPORT IMAGES

JULIAN KROEHL

TOP 10
BMW MOTORSPORT MACHINES

For half a century, BMW's motorsport division has been producing fantastic cars. It's main areas of success have been on the road and in touring car racing, but it's also taken big victories in sportscar competition and Formula 1

KEVIN TURNER AND GARY WATKINS

10 F1.08

After its semi-successful relationship with Williams soured, BMW bought Sauber to continue its F1 quest. BMW Sauber went from finishing fifth in 2006 to third in the 2008 standings, via an inherited second following McLaren's exclusion in 2007.

The 2008 F1.08, which technical director Willy Rampf described as "an aggressive development", arguably should have achieved more than its famous 1-2 at the Canadian Grand Prix. After that win in round seven of 18, Robert Kubica led the drivers' standings and the team was only three points behind leader Ferrari.

But thereafter BMW's developments didn't bring the expected gains and it slipped further behind Ferrari and McLaren. The team switched its focus to the new F1 rules for 2009 as soon as possible, a gamble that failed – the F1.08 remained BMW's high point before it sold the team.

MOTORSPORT IMAGES

9 M1

The Group 4 M1 had limited success in international sportscar racing, for which it was conceived, but it makes this list because of its role in motorsport's greatest one-make series.

The Procar Championship supported selected F1 events in 1979 and 1980, with perhaps its best element being that the top five drivers (team and tyre contracts permitting) from that weekend's Friday F1 practice joined the regular cast.

The 450bhp six-cylinder, mid-engined supercar provided some spectacular action and an impressive list of winners that was almost exclusively full of F1 or sportscar frontrunners. It's two champions were Niki Lauda and Nelson Piquet…

There were *some* decent moments in endurance events. Herve Poulain, Manfred Winkelhock and Marcel Mignot took the Andy Warhol-liveried Art Car to sixth overall in the 1979 Le Mans 24 Hours, but perhaps the M1's finest moment was Hans Stuck's brilliant charge through the field in the wet early stages of the 1981 Silverstone 6 Hours.

Jan Lammers, winner in 1980 BMW M1 Procar series, says: *"What was wonderful about that car first of all was the sound. If you like racing, hearing it going up through the gears was like a symphony. There was lots of torque and it had a good power-to-weight ratio. The M1 was so enjoyable to drive. And still is: I got to drive one at the Procar Revival at the Norisring in 2019. As soon as I got back in I remembered how much I loved driving the M1.*

"There was a lot of prestige involved in the series because of the top Formula 1 qualifiers coming and then you had some very skilful sportscar and touring car drivers like Hans Stuck and Hans Heyer. Everyone had a reason to perform on that stage."

8 MARCH-BMW 782

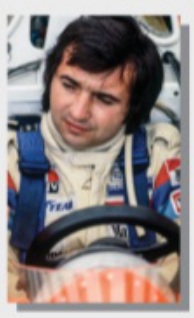
The combination of March and BMW had already taken European Formula 2 titles in 1973 and 1974 before Renault became a serious force in the two-litre era.

Rene Arnoux won the 1977 European crown in a Martini-Renault, ahead of the Ralt-BMW of Eddie Cheever, but the response from March produced something special.

Powered by the Paul Rosche-designed BMW M12/7 engine, the works March 782 of Bruno Giacomelli dominated in 1978, marching to the title with eight wins, while team-mate Marc Surer was runner-up.

It could be argued that the real advantage of the package was Robin Herd's chassis and aero, which helped give the car good straightline speed. But BMW was a key backer of the project, the M12/7 engine deserves recognition, and BMW used F2 for its junior programme, of which Surer was a part.

SUTTON/MOTORSPORT IMAGES



Bruno Giacomelli, 1978 European Formula 2 champion, says: *"So many drivers who've driven the 782 are very enthusiastic about that car. Some say it is the best car they ever drove. I'm very proud of that because Robin Herd at March developed that car with me the previous year. I drove it the first day its wheels were on the ground.*

"We took it to Donington Park at the end of 1977 and won the race. It was such an easy car to drive, which is what we developed it to be. I remember at the Nurburgring the next year coming through to the front after a bad start and feeling totally at one with the car around the old circuit there. A wire came off and I was really pissed off because I was going to win that race.

"We had a great engine in the M12/7 from BMW; Paul Rosche was like a big brother to me. The Hart engine was lighter but the reliability and the torque of our engine were so good."

7 635CSi

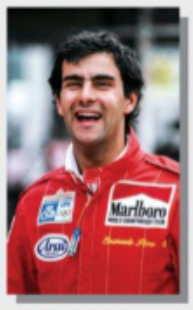
McKLEIN

The E24 6 Series took over the baton from the famed 3.0 CSL. It successfully did so immediately, two European Touring Car titles coming in 1980-81 before the arrival of Group A revived the category.

Schnitzer's 635CSi helped Dieter Quester see off the new TWR Jaguar challenge to take the 1983 title, but the V12 XJS proved too much the following year. Rover and Volvo also made the going tough for the shark-nosed Beemer, but the BMW remained a contender in the right hands through to 1986.

The 635CSi also made an impact outside Europe, most notably in the hands of Jim Richards. His striking JPS-liveried machine won seven races and only once missed the podium in 10 rounds as the Kiwi stormed to the 1985 Australian Touring Car Championship.

The 635's greatest days were perhaps in longer races, when reliability proved more important than outright speed. That was demonstrated by three Spa 24 Hours victories in four years, and the 3.5-litre, straight-six racer was still winning when it was replaced by a smaller, more boxy machine that's higher up this list.



Emanuele Pirro, two-time winner in European Touring Cars with a Schnitzer BMW 635CSi in 1986, says: *"I got called up to race for Schnitzer at the Monza ETC race in 1985. I ended up damaging the sump when I went over a kerb, but I did enough to appreciate the car and for BMW to appreciate me - and to get invited back.*

"The 635 was a big car, but it was quite low and didn't roll much, but it had a kind of porpoising under acceleration over bumps. It was a good reliable car and very enjoyable to drive, though I'd use even more favourable adjectives to describe it if I'd never driven the M3. That car made the 635 feel old immediately.

"But I'm proud to have raced such a beautiful car and have nice memories from that time. I was lucky enough to drive the hand-painted x-ray livery car showing all the parts of the car."

SUTTON/MOTORSPORTIMAGES

GRIFFITHS/MOTORSPORTIMAGES

6 E46 320i (Super 2000)

The S2000 era provided a cheaper, more sensible basis for tin-top racing after the boom-boom-bust of Super Touring. BMW developed the E46-shape 3 Series and was predictably a frontrunner.

Equally predictably, rivals complained about the rear-wheel-drive car's traction advantage, as though it was somehow BMW's fault for having the driven wheels in the right place. That meant the 320, which continued in E90 form (above, right) from 2006, was subjected to rolling starts for some of its racing career, but that didn't prevent the well-balanced machine racking up an impressive CV.

That included a run of titles for Briton Andy Priaulx, who took the 2004 European Touring Car crown before securing a World Touring Car hat-trick from 2005-07.

Either the E46 or E90 could make this list, but we're happy to let Priaulx decide and he doesn't hesitate…

Andy Priaulx, 2004 ETCC and 2005 WTCC champion in E46 320i with the Racing Bart Mampaey team, says: *"The E46 320i is really special to me. It was such a well-balanced car and really worked well on the Michelin tyres we were running at the time. It was a responsive racing car that suited my driving style.*

"It had that beautiful six-cylinder engine, so it sounded great as well as looking great. I loved that first car I drove in the ETCC with the Union Flag across the bonnet.

"It was a special time in my career because I went from being a national-level driver to a European and then a world champion. It seemed the sky was the limit for me at that time and was the start of an amazing 13 seasons with BMW."

5 E36 318i/320i (Super Touring)

Super Touring ultimately became too expensive but it is still regarded as a high-water mark for international tin-top competition. BMW competed with the E36 3 Series, in 318i/320i and two and four-door forms, and was usually at the sharp end.

The rear-wheel-drive car was the British Touring Car benchmark in the early days of the two-litre era. Tim Harvey took the drivers' title in 1992 before Jo Winkelhock and Steve Soper led the way the following year, winning eight of the 17 races between them. Things were tougher in the UK after Alfa Romeo introduced wings to the party in 1994, but the E36 remained a winner as late as 1996, after which BMW withdrew from the BTCC.

The E36 went on winning even longer elsewhere. Johnny Cecotto (1994 and 1998, right) and Winkelhock (1995) scored German Super Tourenwagen Cup titles, while Paul Morris and Geoff Brabham were 1-2 in the 1997 Australian Super Touring standings. BMW also won the Bathurst 1000 during the great race's brief Super Touring era.

4 V12 LMR

BMW had scored limited success at Le Mans before – the CSL had been a class winner and the remarkable 328 punched above its weight before the Second World War – but the late-1990s project with Williams was its first proper crack at overall victory with a sports-prototype.

The six-litre BMW S70 V12 had already proven its worth in the Gordon Murray-designed McLaren F1 GTR, which won the 1995 Le Mans 24 Hours and back-to-back BPR GT titles. As endurance racing entered a brief golden era, the Williams-BMW combo arrived in 1998 with the V12 LM. That car was not a success, but in 1999 the V12 LMR was ready to take on Mercedes, Porsche, Toyota *et al* at Le Mans.

The V12 LMR, which was better in every department, had won on its debut at the 1999 Sebring 12 Hours, but Toyota and Mercedes were the favourites for Le Mans. The Silver Arrows challenge ended thanks to the CLR's aerial antics, and the BMW had strong race pace. A sticking throttle thanks to collapsing suspension caused the leading BMW to crash, but Joachim Winkelhock/Pierluigi Martini/Yannick Dalmas narrowly defeated the sole remaining Toyota to win one of the greatest editions of the 24 Hours.

The car remained competitive in the American Le Mans Series in 2000, winning twice and providing some resistance to Audi's R8 steamroller.

Tom Kristensen, who gave the V12 LMR a victory on debut at Sebring, says: *"That car was lovely to drive. Whatever you did on the set-up, the car gave you a reaction. If we wanted one-lap performance we went stiffer and if we wanted endurance, you went softer.*

"It had that fantastic engine with a fantastic sound, though the weight of the engine was the car's Achilles' heel if it had one.

"One of my favourite memories is from the launch of the car in Kitzbuhel. I was giving it some driving down the street with police on horseback and the sound from the V12 on this narrow street in a winter wonderland was amazing."

3 BRABHAM-BMW BT52

Renault started F1's first turbo era, but it was BMW that powered the first turbocharged world champion. The Brabham-BMW combination had a difficult 1982 but did start winning, Nelson Piquet taking an important victory in the Canadian GP.

After ground-effects were banned at short notice ahead of 1983, Gordon Murray penned the BT52, with its weight distribution moved back for better traction. Despite a Piquet win in the season opener, Renault's Alain Prost built up a championship lead before Murray made a B version and BMW introduced its infamous 'rocket fuel', solving detonation problems with its M12/13 straight-four engine and boosting power.

Piquet won two of the final three championship rounds – team-mate Riccardo Patrese took the other – to snatch the drivers' crown, although Ferrari won the constructors' title.

BMW failed to propel another championship winner, but its turbos were often considered the most powerful of a dramatic era and racked up nine wins in the 1980s.

2 3.0 CSL 'BATMOBILE'

Ford's drubbing of BMW in the 1972 European Touring Car Championship was the catalyst for the creation of the Motorsport division, and the 3.0 CSL (with progressively bigger engines) was the first result of the new approach.

The bewinged, lightweight, homologation special version of the E9, the 'Batmobile' crushed Ford's Capri RS2600 in 1973. BMW Motorsport and Alpina CSLs won all but two of the eight ETC rounds, with Toine Hezemans securing the drivers' crown with the works team.

CSL drivers would win that title for the rest of the decade as the legendary BMW became almost unbeatable, albeit as the championship entered a tricky period.

This important car also proved competitive in America, winning the 1975 Sebring 12 Hours and IMSA events against Porsche as the marque broke through on the other side of the Atlantic, while the 3.5-litre version was a victor in the 1976 World Championship of Makes.

Toine Hezemans, 1973 European Touring Car champion, says: *"The CSL was so easy to drive and is one of the best cars I've ever driven. It was fantastic and it never broke down. It was so much better than the Ford Capri we raced against. BMW had the brilliant idea of putting that rear wing on it, and after that it was unbeatable.*

"But our factory car wasn't so good to start with. I remember at the first race at Monza, Vittorio Brambilla drove past me on the straight as though I was standing still. Paul Rosche had all these restrictions from the company on what he could do to the engine, so we went to the board with Jochen Neerpasch and explained to them it was a bit strange that a tuner like Schnitzer was beating the factory."

MOTORSPORT IMAGES

1 E30 M3

Autosport voted the BMW M3 the greatest touring car of all time as part of our 70th celebrations in 2020, so it should be no surprise that it heads this list.

It's the original E30 version that earns this slot, but it has to be noted that the car was the start of a long line of M3s that continued competing and winning in various forms – in DTM and GT competition – over three decades.

Developed completely within the Motorsport division, the 2.3-litre E30 was lighter and more agile than the ageing 635CSi it replaced, and was instantly quicker. Despite the new car being thrown out of the Monza opener, Roberto Ravaglia took his Schnitzer-run version to the 1987 World Touring Car title. The handling and reliability of the M3 meant it could take on more powerful machines, usually in the form of turbocharged Fords in Europe or big V8s in Australia.

The E30 M3 was extensively developed during its career and ran different engines depending on what was needed – two litres in the UK, 2.5 in the DTM. Championship successes came in the BTCC, the DTM and Italy. Four wins at both the Spa and Nurburgring 24 Hours underlined the car's durability, while the 1987 Tour de Corse win by Bernard Beguin was the highlight of the E30's rallying career.

Eric van der Poele, 1987 DTM champion, says: *"I'd driven a few touring cars before, the BMW 635CSi and the Alfa Romeo 75 Turbo, but when I got in the M3 it was unbelievable. The M3 was conceived for racing, which is why we could battle with cars like the Ford Sierra Cosworth that had 500bhp with our car that had 310 or 320bhp. The base of the car was so good.*

"Everything was more controllable than in the other touring cars I'd driven. There was less inertia and the car was very responsive, on the power, in the corners, over the bumps, everywhere. It was just such a good racing car.

"I don't think I appreciated the differences as the M3 evolved because, after doing the European Touring Car Championship in 1988, I was racing Formula 3000 and then Formula 1 and doing only one or two touring car races a year. I'm lucky enough to get to drive one of the later M3s in the DTM Classic Cup these days, and now I can feel how different those later 2.5-litre cars were."

Leading the Mercedes at Spa in 1997 FIA GT. Soper and Lehto were denied the crown

SUTTON motorsport IMAGES

BMW'S TWO-TRICK PONY

Steve Soper is so famous for his touring car exploits that his sportscar achievements are often overlooked. Oh, and he preferred the cars

GARY WATKINS

Steve Soper, touring car legend. There's no disputing that such an accolade sits nicely alongside the Briton's name. Yet ask the man himself to name the favourite racing cars from his 12-year stint with BMW, and he picks a couple of machines that most definitely aren't tin-tops. One of them wasn't even a BMW and the other didn't have a roof!

Soper goes for the BMW-*powered* McLaren F1 GTR, the long-tail car he raced for his long-term employer with Schnitzer in the 1997 FIA GT Championship and at the Le Mans 24 Hours, and the V12 LMR LMP prototype. He didn't get to race the latter at Le Mans in 1999, but did over the second half of the American Le Mans Series. He was a race winner in both machines, and might well have won the FIA GT title with team-mate JJ Lehto in a different — and fairer — set of circumstances.

"They were both great cars, both a joy to drive," says Soper today. "JJ and I had the McLaren set up on its nose. It was very pointy, but you could just nail the thing on the brakes and turn in. It was a lovely car the way we had it set up, which was all a bit unorthodox."

But Soper points out that the McLaren was a road car underneath the massive overhangs sprouted by the F1 GTR for 1997. That's why he puts the V12 LMR at the top of his list, above all the touring cars he drove.

Soper had raced BMW and new partner Williams's first attempt at an LMP prototype, the stubby V12 LM, on its only race appearance at Le Mans in 1998, a short-lived one at that: wheel-bearing problems put both cars out early. Attempt number two created, he says, "a Stradivarius compared with a schoolboy's violin".

"Everything about the 1999 car was perfect," he says. "There was a lot of buffeting in the cockpit with the first one, but you barely knew you were in an open car in the V12 LMR. The pedals were perfectly weighted and the steering was too. You didn't have to think about the switches and the headlights were unbelievable at night. It ticked every box, and of course, it was fast. You just

got in and drove the bloody thing."

Soper's time in sportscars with BMW yielded four FIA GT victories and three wins in the ALMS. There was also a fifth-place finish at Le Mans in 1999 in an updated version of the 1998 car. Not bad for a driver with a self-confessed hatred of 24-hour races.

For all his dislike of the longest of long-distance races, Soper put his hand up to join BMW's sportscar programme in 1996. BMW had got excited about McLaren's against-the-odds victory with the quasi-factory Kokusai Kaihatsu/Ueno Clinic short-tail F1 GTR and, in a story interwoven with the marque's return to F1 in 2000, set out to win the race again under its own flag. "They told me they were going to keep going to Le Mans until they won it and asked if I wanted to be part of that," he recalls. "The three biggest races in the world are the Monaco Grand Prix, the Indy 500 and Le Mans. I was never going to win Monaco or Indy, but here was my chance to win Le Mans, even if I didn't like 24-hour races."

Soper's first sportscar race of any significance since a one-off outing in a TWR Jaguar Group C car at Fuji in 1985 was the Silverstone four-hour Global GT Endurance Series race in May 1996. He put the Bigazzi-run short-tail F1 GTR he shared with Nelson Piquet on pole, despite spinning at Luffield as he was about to start his qualifying lap. That was followed by an outing at Le Mans sharing with Marc Duez and Jacques Laffite. Their McLaren was only the sixth one home in 11th position after gearbox and exhaust problems, as well as an early-morning off, but Soper had qualified at the head of the F1 GTR flotilla.

The following year, Soper was part of a full FIA GT assault with a pair of long-tail F1 GTRs run by the Schnitzer team as BMW started to get serious about sportscars. The programme was a credible bid to achieve the Le Mans win, but also part of a BMW attempt to woo McLaren to become its partner in F1. So too were the first tentative steps in moving BMW Motorsport, *sans* the engine division, to the UK. "I'm absolutely convinced

"I'M ABSOLUTELY CONVINCED THAT THE BOARD HAD GIVEN THE APPROVAL FOR F1 BY THEN"

that the board had given the approval for F1 by the time all that was happening," says Soper.

There's an irony that Soper and team-mate Lehto would have probably won the title had not BMW's F1 love rival, Mercedes, produced the CLK-GTR. The BPR series had essentially been annexed by the FIA and its vice-president of commercial affairs, Bernie Ecclestone. The rules for what was now FIA GTs changed ahead of the season to allow the CLK, hastily conceived and built in the wake of the demise of the International Touring Car series, to run. The rules were altered to say that a car needed its road certification before the end of the season, rather than ahead of the start.

The V12-powered CLK-GTR was, unlike the McLaren, a real racing car. It wasn't a fair fight. McLaren, BMW and Schnitzer won the first three races, two of the wins coming for Soper and Lehto, but the writing had been on the wall from round one at Hockenheim when Schneider put the Merc on pole. "Out of the box it was quick," recalls Soper. "They'd hardly done any testing, so I thought once they get that thing rocking and rolling, we're in trouble."

Mercedes driver Bernd Schneider's path to the title was helped by the AMG team's ploy of swapping him between cars. Two of his six wins weren't garnered in his regular mount: a quirk of the rules meant there was initially no minimum drive time for a driver to score points. "Even with the better car they still wouldn't have won the championship without that," says Soper. "That should have been our championship." »

The V12 LMR was used for successful late-season run in 1999 American Le Mans Series

BMW AG/HOFFMANN

Soper and Lehto were genuine contenders at Le Mans together with Nelson Piquet, at least for a few hours. The Finn was ensconced in third place over his opening triple-stint before a split water line. The Schnitzer McLaren was back in the top 10 by the 10th hour, before Lehto put the car into the barriers at Arnage and out of the race.

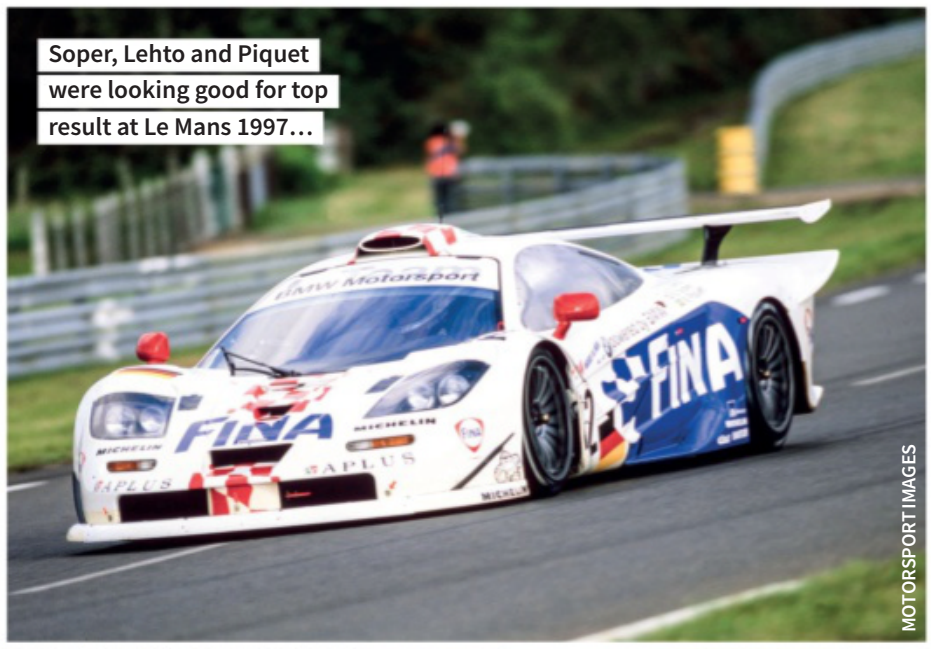
Lehto hadn't been happy when he'd learned, from the pages of Autosport, that veteran Piquet was going to drive alongside himself and Soper at Le Mans. But Soper insists that the Brazilian was up to the job. "He was happy to leave the night stints to us and I'm sure if we'd been leading or whatever on Sunday morning, he would have upped his game," says Soper. "He wasn't a handicap."

McLaren took second position behind Joest Racing's Porsche WSC95 LMP car with the GTC Competition F1 GTR shared by Jean-Marc Gounon, Pierre-Henri Raphanel and Anders Olofsson. Third was the surviving Schnitzer entry of Peter Kox, Roberto Ravaglia and Eric Helary, the two cars finishing respectively one and three laps behind.

Could Soper and his colleagues in the #42 car have won Le Mans in 1997? Soper and Lehto were quicker than their full-campaign team-mates, Kox and Ravaglia, all season. At Le Mans they ran a revised aero package, whereas the crew of the sister car decided against using it. The car was slow on the straight and used too much fuel, its engineer Hans Reiter acknowledges today.

That was Soper's big chance to fulfil his Le Mans dream. Two

"NELSON WAS HAPPY TO LEAVE THE NIGHT STINTS TO US AND I'M SURE HE WOULD HAVE UPPED HIS GAME"



Soper, Lehto and Piquet were looking good for top result at Le Mans 1997…

MOTORSPORT IMAGES

…and Soper was fifth in year-old V12 LM in 1999

MOTORSPORT IMAGES

MURENBEELD
motorsport IMAGES

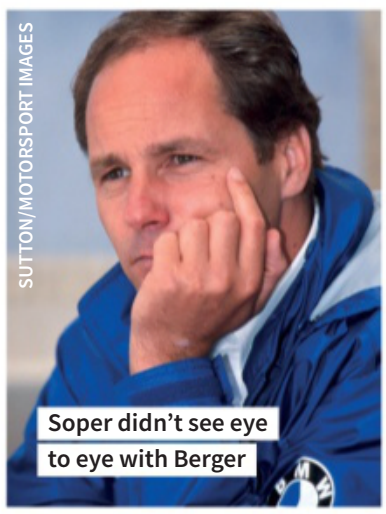
Soper put his hand up for BMW's Le Mans programme, and raced F1 GTR in 1996

The tin-top star and F1 refugee became an unlikely top duo of late 1990s sportscars

SUTTON/MOTORSPORT IMAGES

years later BMW had the car to win the race in the V12 LMR developed by Williams, the team with which it would enter F1 in 2000 after its courtship with McLaren failed. But Soper found himself demoted to a reworked 1998 car run by David Price Racing for himself, Bill Auberlen and Thomas Bscher.

The reason was Gerhard Berger. The newly retired F1 driver had been installed as BMW Motorsport boss over the winter of 1998-99 and couldn't understand why in Soper he was employing a driver older than himself. Berger was 39, whereas Soper's racing age was 42. Whether or not the team boss knew his driver was actually 48 isn't clear. "He decided I was too old and he was obsessed with ex-F1 drivers," recalls Soper. "He liked Jo [Winkelhock] because he'd done F1, but he hadn't actually qualified for any races. I said, 'But Gerhard, talk to Schnitzer and Williams and ask them about who's doing what in the car during testing.'"



SUTTON/MOTORSPORT IMAGES

Soper didn't see eye to eye with Berger

Soper cut a deal with Berger. BMW had taken the V12 LMR to the Sebring 12 Hours in March by way of preparation for Le Mans, and won the race, and there was talk that it would return to North America after Le Mans. "I said, 'OK Gerhard, I'll drive the 1998 car at Le Mans, but if you go back to America I want to be in the car'," he says. "He suggested the ALMS programme wasn't going to happen, but I told him I understood that, but if it did, I want to be part of it. He agreed, and then I started hearing rumours that it was going to happen, and my name wasn't part of it."

"HE DECIDED I WAS TOO OLD AND HE WAS OBSESSED WITH EX-F1 DRIVERS. I SAID TALK TO SCHNITZER"

Berger tried to renege on the deal, Soper says, but eventually acquiesced, though not before the marque stalwart was left out of the line-up for the first ALMS round after Le Mans at Mosport. BMW didn't actually do the Canadian race, however: it withdrew over circuit safety concerns.

Soper belatedly returned to the cockpit of the V12 LMR next time out at Sears Point alongside Lehto. "I'd never been to the place and we didn't do any testing," he states. "I said to Charly [Lamm, Schnitzer team boss], 'Give me 40 minutes in the car in free practice and I'll be up to speed at the end of it'."

Soper and Lehto won the race, the first of three over the ALMS season run-in. They finished first or second in all five races they did together. "My best memories from BMW are from that time in sportscars," he says. "I hadn't done much up until that point and it had been a long time before, but I was able to make the switch, whereas a lot of drivers couldn't. And those two cars were just brilliant to drive."

Left to right: Hesse, Verhagen and Harper have been together for almost three years

BMW

SRO/PECKS

Trio had a strong run in recent Spa 24 Hours

THE OLDEST JUNIOR PROGRAMME

Forget Red Bull, Mercedes and Ferrari. BMW's junior team predates all of them, and current proteges Dan Harper, Neil Verhagen and Max Hesse are making waves in GT racing

GARY WATKINS

Back in November 2019, two young drivers — both teenagers — boarded a plane from London to Munich. They were travelling independently of each other to go to see BMW about a new programme, but Dan Harper and Neil Verhagen couldn't have imagined as they checked in that for the next three years they would be driving together — and, for much of that period, living together, too — along with a third youngster in the form of Max Hesse.

Harper, Verhagen and Hesse are the latest in a long line of BMW juniors: Bruno Giacomelli, Eric van de Poele, Sebastian Vettel and Martin Tomczyk are just some of those who enjoyed the German manufacturer's patronage during their formative careers. Only this time there was a twist that harked back more than 40 years to the days when the first boss of BMW Motorsport, Jochen Neerpasch, created what is generally regarded as the first, and therefore much copied, manufacturer scheme to nurture talent. They didn't become members of a junior programme — they were part of a junior team.

Back in 1977, the German manufacturer picked Eddie Cheever, Marc Surer and Manfred Winkelhock to make up its first junior team. They would drive BMW 320 Group 5 silhouette racers in the Deutsche Rennsport Meisterschaft.

Nearly half a century ago, the three drivers, who would all reach Formula 1, raced against each other in the sprint races of the second division of the German-based DRM series. But Harper, Verhagen and Hesse race *with* each other. Since 2020 they have been sharing a car in endurance events as they've moved up the GT ranks.

"We wanted to start again with the same idea as 40 years ago," says Dirk Adorf, Nurburgring-Nordschleife expert, former BMW factory driver and, since 2011, a mentor for the marque's youngsters. "We wanted to have a real junior team, not just a junior programme. But it was important to have our new juniors sharing a car. It was important that our drivers worked together as a team and focused on being a team. That was our goal. They all knew that we would do this programme for a longer time than just one year, so we wanted them to grow in endurance racing together."

That included living together in a house just across the road from the Nurburgring. Harper understands the benefits of the way BMW has approached a programme in which they have driven almost exclusively as a trio. None of them has secondary programmes and the only race they haven't done between them came when he couldn't be accommodated in the line-up because of his gold status, courtesy of winning the Porsche Carrera Cup GB in 2019. Silvers Verhagen and Hesse did the Sebring 24 Hours Creventic 24H Series event in November 2021 as part of a five-driver line-up in a development race for the M4 GT3 before it was released to customers this year.

"WE WORK AS A TEAM... SHARING A HOUSE AND TRAINING TOGETHER MEANT WE BONDED REALLY WELL"

"We work as a team and only as a team," says Harper. "We didn't know each other before the programme, and living together built up the relationship and friendship between us. Sharing a house, training together and doing other stuff together meant we bonded really well. It was a big help and a lot of fun as well."

As for the domestic chores, Verhagen was in charge of the cooking because, says Harper, "he really enjoys it and is definitely the best of the three of us". The other two divvied up the other household duties although, adds Harper, "the dishwasher helped".

Neerpasch was brought back into the BMW fold after almost exactly 40 years — his tenure as motorsport boss came to an end early in 1980 — to help run the programme. The 83-year-old has »

been a regular at the races at which Harper, Verhagen and Hesse have driven, and has played a key role in mentoring the trio. "The door is always open with Mr Neerpasch," says Adorf.

Neerpasch, who revived his ideas on driver development during his time at Mercedes, when he put single-seater up-and-comers Michael Schumacher, Heinz-Harald Frentzen and Karl Wendlinger behind the wheel of a Group C sportscar for 1990, was instrumental in picking the three drivers who would join the new programme at BMW. "We did our research, looked at a lot of data and asked around to come up with some drivers," explains Adorf. "Mr Neerpasch was very involved in that."

There was no shootout for BMW's programme. A small group of drivers was selected on the basis of their results and invited over to Munich for interview. Harper got the call from BMW after his

"WE WANTED TO TRAIN THEM ON THE NORDSCHLEIFE. IF YOU ARE FAST THERE, YOU CAN BE FAST ANYWHERE"

Breakthrough victories last season with M6 GT3, which was replaced for 2022 by M4

BMW/BEIL

Juniors cut their teeth at Nurburgring in NLS

BMW/BEIL

Harper and Hesse with BMW 'old hand' Farfus

Carrera Cup success with JTR, Hesse had won the ADAC TCR series in Germany driving a Hyundai for Team Engstler in 2019, and Verhagen had spent 2019 competing in the UK in the BRDC British Formula 3 Championship with Double R Racing after two seasons in Formula Renault. BMW's strategy was to pick a trio of drivers with what Adorf calls "very different backgrounds".

There was one proviso, however. The drivers had to be at least 18 by the scheduled start of the 2020 season. That's because the new BMW junior programme was initially focused on the Nurburgring-Nordschleife, and the rules for the NLS (formerly the VLN) and the 24 Hours demand that drivers must be 18 years of age to take part. "The plan was to go to the Nurburgring because we wanted to train our new juniors on the hardest track in the world," explains Adorf. "If you are fast on the Nordschleife, you can be fast anywhere. There will be no surprises when you come to any other track in the world."

The BMW juniors started out driving a BMW M240i to get their full Nordschleife licences, though COVID meant their race debuts on the Green Hell had to be pushed back in the year. By the time of the delayed Nurburgring 24 Hours at the end of September, they had moved up to a GT4 car and won the SP8T class at the wheel of a Walkenhorst Motorsport-run BMW M4 GT4 as the first non-GT3 car home in 19th place overall.

Harper, Verhagen and Hesse graduated to the M6 GT3 in 2021 with a full programme in the NLS and at the 24 Hours in a car run by RMG, initially sharing with BMW stalwart Augusto Farfus. Their first race as a trio, in the NLS event after the 24 Hours, yielded outright victory. They took win number two in July and went on to finish second in the classification of the top, SP9 championship. "We had some good teachers in Dirk and Augusto," says Verhagen. "That enabled us to catch up quite quickly once we got in the GT3 car and from the 24 Hours onwards I think we had a good package."

The results of 2021 led to BMW extending the programme into a third season. This year, Harper, Verhagen and Hesse have moved beyond the Nordschleife and into arguably the most competitive GT3 arena possible, at least as far as endurance racing goes. They are contesting the GT World Challenge Europe Endurance Cup at the wheel of a new M4 GT3 run by Rowe Racing, a campaign that has already yielded a fifth-place finish at the Spa 24 Hours late last month and a fourth at the Paul Ricard six-hour event in June. They might have been on the podium at Spa but for a late-race puncture.

BMW/ BEIL

Harper had to turn down the chance of going for a paid-for Porsche Supercup seat at the end of 2019 when he got the call from BMW, but if he ever had any regrets they have been well and truly banished from his mind. "To be involved in a factory organisation wasn't something I could turn down," he says. "Two and a half years down the line, I know it was 110% the right decision."

What the future holds for the junior team members beyond the end of their 2022 GTWCE campaign isn't clear. "Maybe they will become proper works drivers or maybe they will race together again," says Adorf. "But, for sure, we will continue working with young drivers like we have in the past."

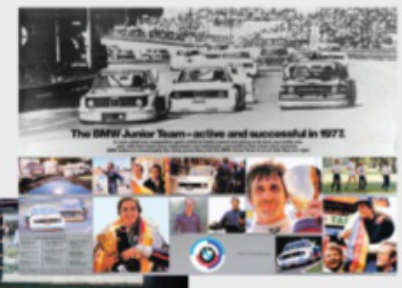
BMW'S FIRST CROP OF YOUNGSTERS

The original BMW junior team of 1977 proved to be pivotal in the career of Eddie Cheever. More than 45 years on, the Indy 500 winner and veteran of 132 Formula 1 starts says he "owes everything, the whole career I had" to his link-up with the German manufacturer.

Cheever's deal with BMW straddled two fronts: he'd race a 320 Group 5 car in Division 2 for up-to-two-litre cars in the DRM, and receive a supply of works engines for his Ralt RT1 run by Ron Dennis's Project 4 Racing squad in the European Formula 2 Championship. It gave a new impetus to a career which up to then, he says, "was pretty much cobbled together".

"That was where it all took off for me," he explains. "Ron did this deal for me with Mr [Jochen] Neerpasch at BMW where I got the latest works engines in F2. That was important because BMW was the king of F2 at the time."

The F2 assault yielded two wins and second place in the championship, the DRM attack a solitary victory at the Norising. Before the end of the year, the Italy-based American was testing a Ferrari F1 car at Fiorano and had a contract with Maranello in his briefcase, although it never yielded a race drive.



Then as now, the Nurburgring-Nordschleife was an important training ground for BMW's youngsters. Cheever and fellow juniors Marc Surer and Manfred Winkelhock would pound around its 170-plus corners for days on end. "I don't know how many laps we did going around and around in road cars," says Cheever. "To this day, I could talk you around the track corner by corner, just because of the amount of time I spent on it. It was a lot of fun and there are probably a dozen crazy stories about the things we got up to, which I don't want to acknowledge even now I'm nearly 65."

The craziness crept onto the track. The juniors were benched for a DRM race at Diepholz after Surer and Winkelhock were involved in argy-bargy while battling for second with Hans Heyer's Zakspeed Ford Escort RS behind Cheever at the Norisring. "There were crashes and cars being sent into the wall," recalls Cheever. "I was out front on my own, but somehow got tarred with the same brush. There were calls in the press to have us all banned, but I think secretly Mr Neerpasch loved it."

First time out: 1977 Zolder DRM round

BMW

WRC RALLY FINLAND

Tanak hits his best to deny Rovanpera at home

There was a lot of expectation for Toyota's newest star in Finland, but Tanak spoiled the party with a superb performance for Hyundai

TOM HOWARD

PHOTOGRAPHY **McKLEIN**

RED BULL/REE

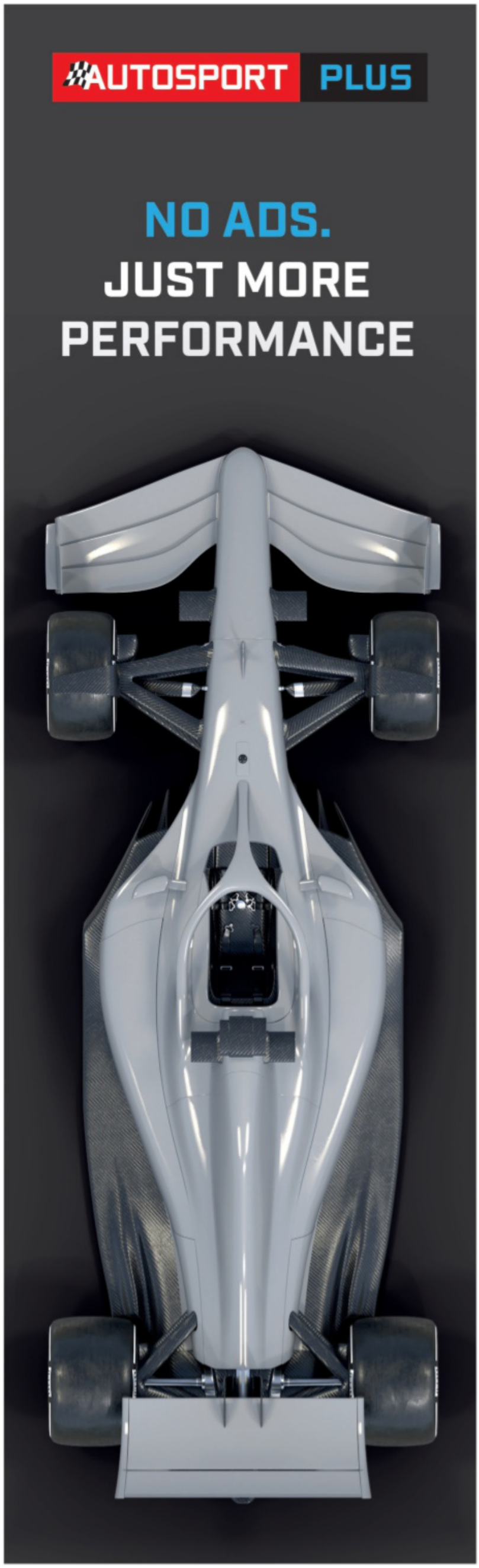
In Finland they uphold the virtues of 'Sisu', which roughly translates to 'bravery', 'tenacity', and 'resilience'. And that is exactly what Ott Tanak displayed to pull off a stunning against-the-odds-victory at Rally Finland.

Bookmakers would have offered long odds on Hyundai causing a stir on the roads located in the Toyota World Rally Championship team's backyard, where the formidable GR Yaris has been honed to the nth degree. Since returning to the WRC in 2017, Toyota had been undefeated at Rally Finland until the South Korean marque ended that run, leading from Thursday's superspecial to Sunday's powerstage.

This was supposed to be the triumphant homecoming for WRC runaway leader Kalle Rovanpera, who has bossed the championship so far with five wins from seven rallies. While the home hero did his best to deliver in front of thousands of expectant fans, it was Tanak who ultimately resisted relentless pressure from Rovanpera to claim this year's gravel grand prix. It was a remarkable feat considering Rovanpera had comprehensively beaten Tanak and Hyundai by two minutes at July's Rally Estonia, where Hyundai's wild handling and lack of outright speed was laid bare for all to see. Even Tanak didn't believe a victory in Finland was possible, but what eventuated was quite possibly the 2019 world champion's best win yet.

It's been 20 years since Finland crowned a WRC champion, but its love affair with rallying hasn't faded, and in Rovanpera the fever has reignited. An army of Rovanpera supporters flocked to the Harju superspecial on Thursday night, armed with flags and airhorns to cheer on its latest rally legend-in-waiting. It wasn't enough to push Rovanpera to a stage win. Hyundai spoiled the party in what was a sign of things to come, although it was Thierry Neuville who took the honours from Tanak, with Rovanpera fourth.

That stage win would prove to be Neuville's highlight, and the Belgian struggled for confidence in the i20 N on roads that he openly admitted don't play to his strengths. Taming the unpredictable Hyundai was a hot topic on Friday, and was thrust into the spotlight when Oliver Solberg crashed out barely 300 metres into stage two. The rear of the i20 N snapped at the first »



corner, resulting in the Swede rolling the car and damaging the roll cage beyond on-site repair. Finland's unforgiving roads had offered an early warning, one not lost on a tearful Solberg.

"I should back off and do what Thierry [Neuville] does but I do not want to do that, I need to show speed," said Solberg. "That is what is difficult at the moment: you need to show speed, you need to finish, but the car is so difficult to drive."

The Hyundai being difficult to handle has been a recurring theme this season and, as Solberg alluded, Neuville had backed off. "There are a lot of corners which I know are flat, but I don't have the confidence," said Neuville.

It was similar for Tanak, but the Estonian managed to drive through the difficulties. The result? A maximum-attack high-risk approach reminiscent of Colin McRae. "For sure, it's not comfortable in the car, but that's the only way we can go at the moment," said Tanak.

The effects of such an approach were displayed after stage four, when Tanak added: "My hands are shaking a bit after a run like this. I'm not enjoying it."

While Tanak may not have enjoyed it, the stopwatch did, and a pair of stage wins, the last arriving before organisers cancelled stage five due to the large crowds descending on the route, pushed the Hyundai driver into a 5.4s lead over Toyota's Esapekka Lappi. But the Finn didn't think it was a battle he could win. "It's not a battle," said Lappi. "I am losing all the time! Ott is doing a good job."

But it was Lappi, benefiting from an advantageous road position, who led Toyota's chase. The 2017 Rally Finland winner set his sights on reeling in Tanak, winning the day's final three stages to trail the leader by 3.8s.

Lappi didn't mince his words at the end of the day, suggesting that Tanak had been playing mind games regarding Hyundai's

Breen was flying high for M-Sport until trouble struck

Rovanpera charged but also had an eye on his championship effort

"I left nothing behind... I have been living on the edge and mentally it has been difficult"

perceived lack of pace. Asked if he was surprised by Tanak's pace, Lappi said: "Yes and no. The comments that we [Toyota] are unbeatable is bull****. He was just fooling us clearly, but I'm not surprised Ott is fast here in Finland."

Tanak responded: "Well maybe they [Toyota] are making up how slow they are. For sure, it seems as though the Toyota boys have been very slow to wake up this morning and now they are coming. This morning since the first corner I was on it and I left nothing behind. I knew it was the only way. I have been living on the edge and mentally it has been difficult."

Behind, Toyota's Elfyn Evans ended the day third but struggled to find the set-up sweet spot, while Rovanpera was 21.0s off the lead in fourth after battling through opening the road. M-Sport's Craig Breen led the Ford team's charge in fifth ahead of stage six winner Takamoto Katsuta and Neuville.

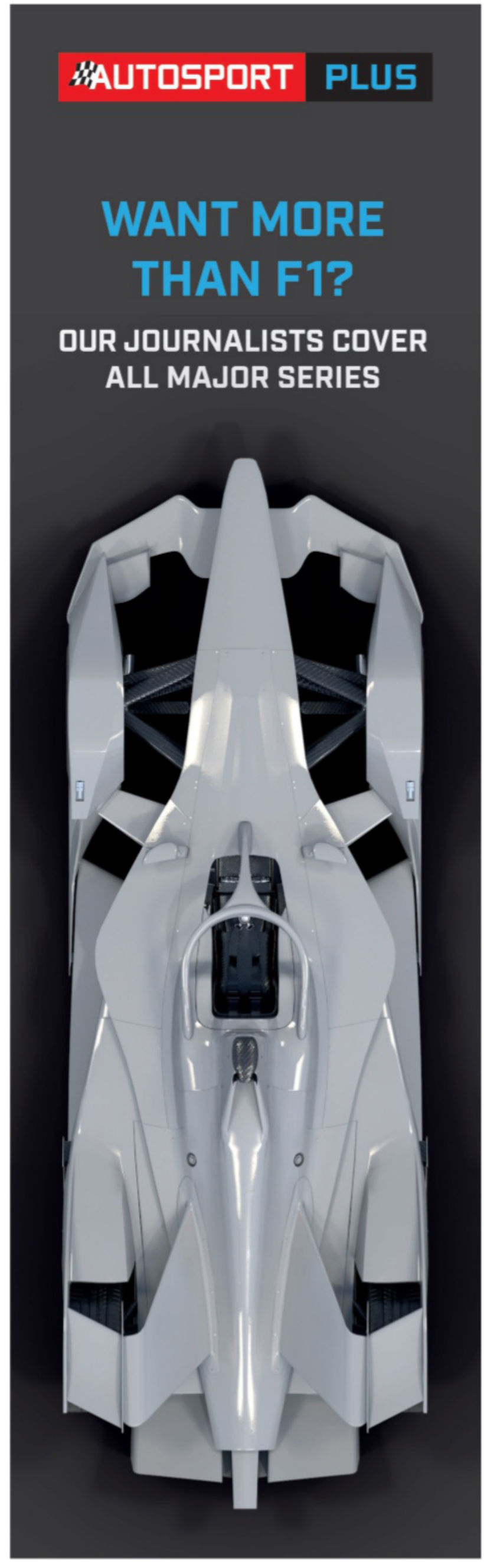
One of the surprises to emerge was Rally1 debutant Jari Huttunen, who ran as high as eighth in his maiden competitive outing in an M-Sport Ford Puma, before a fuel pressure issue dropped him down the order. Likewise, team-mate Adrien Fourmaux's hopes were blunted when he broke a steering arm after hitting a rock, before suffering a power-steering failure.

It seemed on Saturday that the rally would return to a script that has played out frequently this season — rain arrives and Rovanpera produces his magic to obliterate the field and storm into the lead. Half of this was true. The Finn, now released from the shackles of opening the roads, took the fight to Tanak by climbing from fourth to second and leapfrogging Evans and Lappi.

A true head-to-head between Rovanpera and Tanak developed. The intensity of the battle was epitomised on stage 17 when the pair set identical times, but it was a charging Rovanpera who won five of the day's eight stages outright to Tanak's two. The Toyota ended the day 8.4s adrift of the lead.

Rovanpera's push didn't come without a couple of lucky escapes as he twice flirted with the ditches and trees but survived. One such moment forced a yelp from co-driver Jonne Halttunen, which brought a chuckle from Rovanpera, who of course remembered that the ditch they hopped through didn't contain any rocks.

While Hyundai deputy team director Julien Moncet admitted to being "spellbound" by Tanak's driving, the man himself knew he had a fight on his hands to stay in front on Sunday. "We have »



been able to keep the Toyotas behind and it has not been an easy job," said Tanak. "Kalle is coming in fast and it is going to be tough to fight tomorrow. It has been full attack from the beginning so there is no point to change it."

Rovanpera's charge arrived despite not being completely happy with his GR Yaris. It was also clear that, although desperate to win, he was thinking about his championship aspirations. "It is always a bit tough when you are fighting the car, but we still pushed the whole day," said the 21-year-old. "I didn't really leave much there. It was a tricky situation to push hard and be sensible.

"I didn't really leave much there. It was a tricky situation to push hard and be sensible"

Makeshift repairs slowed Evans and restricted him to fourth

"I know we don't need to win it but of course it is a home rally and there has been a crazy amount of people and the support has been so nice that we want to give the fight for the fans, but we will have to see."

The battle for victory turned into a two-horse race after Lappi, Evans and Breen all hit trouble. Breen crashed out on stage 12 when he misjudged a crest and clouted a rock-filled grass bank on landing, which ripped the right-rear wheel from his Puma, ending hopes of a points finish. The Irishman would return on Sunday to salvage four bonus points from the powerstage.

Lappi was forced to reduce his pace due to a lack of visibility when, bizarrely, a rock flicked up by his car struck a tree and rebounded into his windscreen right in his eye line. It left him guessing where to place the car. "It was like a mirror and I needed to slow down many times," said Lappi. "I just couldn't see anything." Evans also drifted away from the lead battle after a left-rear suspension issue on stage 17 necessitated a cable tie and jubilee clip repair on a road section.

The scene was set for a grandstand duel between Tanak and Rovanpera, but realistically it was over after Sunday's first stage. Tanak continued his maximum-attack approach, which yielded a sixth stage win to push the lead back into double figures.

Incredibly, the pair set identical times on the following stage, and Rovanpera took 0.3s out of Tanak on the penultimate test. Knowing the victory was gone, Rovanpera kept pushing to take the five bonus points on the powerstage, but a remarkable rally win belonged to Tanak — to the tune of 6.8s.

There was, however, plenty of drama late on surrounding Lappi, who was caught out by a rut and rolled his GR Yaris on the penultimate test. The car suffered heavy damage to the rear wing, roof, windscreen and radiator, but somehow he refired the car and lost only 18s despite rolling three times.

From here followed a bizarre string of events as Lappi used his ingenuity to fix his wounded car to preserve third. With fluid pouring from the radiator, the quick-thinking 31-year-old gathered plenty of water bottles from stage end and drove to a nearby lake to gather more water to refill his radiator, while attempting to plug leaks with co-driver Janne Ferm. With the windscreen removed, there was the unusual sight of a heavily damaged Yaris missing its roof battling through the final stage, piloted by the goggle-clad Lappi and Ferm, and clocking a time only 13s adrift of Rovanpera to net third.

"This is one of the strangest podiums ever," said Lappi. "Janne needed to shout the pacenotes because there was so much sound from the airflow. It was quite a story. It was pretty much OK [with the goggles on] — there weren't too many flies, luckily. When I saw there were ruts, I backed off to make sure no rocks bounced into my face."

Evans enjoyed a much more straightforward run to finish fourth ahead of Neuville, Katsuta and Gus Greensmith, who headed M-Sport's charge, which ended with Pierre-Louis Loubet retiring from eighth due to an electrical issue, and which in turn promoted Huttunen into the points.

Late drama aside, Rally Finland offered a timely reminder that an inspired Tanak is a worrying thought for his WRC rivals.

Toyota of Ferm and Lappi completed the podium in a slightly odd condition

POWERED BY motorsport STATS

Motorsport Stats is the pre-eminent provider of motorsport data to media owners, rights-holders, bookmakers and sponsors. Its data services are founded on the world's largest repository of racing results dating back to 1897. For more information contact sales@motorsportstats.com

TANAK HAILS FINLAND WIN AS THE MOST SATISFYING IN WRC

Ott Tanak labelled victory at Rally Finland as the most satisfying of his World Rally Championship career.

Tanak admitted he had to be in maximum-attack mode for the entire rally, assuming the lead on Friday morning to ultimately beat Kalle Rovanpera.

Asked if this was the most satisfying victory from his 16 WRC wins, he said: "That is true. It is very satisfying. It's a very special moment. Mentally, it was actually never easy, there was always quite a lot of pressure from behind. We had some very strong competitors coming from behind. Finns and Toyota is not an easy package to beat.

"In many places it was quite sketchy and it was never fully under control, but when you are in the zone you do everything you can and more. I never even thought about being competitive for the victory after Estonia when we lost the rally by almost two minutes. We didn't think we would have any chance to be competitive here, so it has taken us by surprise."

The victory was Tanak's third Rally Finland win after scoring back-to-back triumphs in 2018 and 2019 when driving for Toyota.

Hyundai deputy team director Julien Moncet hailed the performance from Tanak to deliver Hyundai's first win in Rally Finland: "This one is the first time we have won in Finland and we have had nine years in WRC, and it has always been very difficult for us here. It's a relief. We came here with not so much expectation, and perhaps no expectation at all.

"We know we have a lot of work to do, but Ott did an absolutely amazing race and is mostly responsible for the result. I think somehow he got the manual of how to use our car and when everything comes together he is unbeatable. Only Kalle and Ott are on this different level."

RESULTS ROUND 8/13, RALLY FINLAND, 4-7 AUGUST

POS	DRIVER / CO-DRIVER	TEAM / CAR	TIME
1	**Ott Tanak** (EST) **Martin Jarveoja** (EST)	Hyundai Shell Mobis WRT / Hyundai i20 N Rally1	2h24m04.6s
2	**Kalle Rovanpera** (FIN) **Jonne Halttunen** (FIN)	Toyota Gazoo Racing WRT / Toyota GR Yaris Rally1	+6.8s
3	**Esapekka Lappi** (FIN) **Janne Ferm** (FIN)	Toyota Gazoo Racing WRT / Toyota GR Yaris Rally1	+1m20.7s
4	**Elfyn Evans** (GBR) **Scott Martin** (GBR)	Toyota Gazoo Racing WRT / Toyota GR Yaris Rally1	+1m37.6s
5	**Thierry Neuville** (BEL) **Martijn Wydaeghe** (BEL)	Hyundai Shell Mobis WRT / Hyundai i20 N Rally1	+2m18.0s
6	**Takamoto Katsuta** (JPN) **Aaron Johnston** (GBR)	Toyota Gazoo Racing WRT NG / Toyota GR Yaris Rally1	+3m09.0s
7	**Gus Greensmith** (GBR) **Jonas Andersson** (SWE)	M-Sport Ford WRT / Ford Puma Rally1	+3m57.0s
8	**Teemu Suninen** (FIN) **Mikko Markkula** (FIN)	Hyundai Motorsport N / Hyundai i20 N Rally2	+9m31.3s
9	**Emil Lindholm** (FIN) **Reeta Hamalainen** (FIN)	Toksport WRT 2 / Skoda Fabia Rally2 Evo	+9m39.0s
10	**Jari Huttunen** (FIN) **Mikko Lukka** (FIN)	M-Sport Ford WRT / Ford Puma Rally1	+10m31.6s
OTHERS			
19	**Adrien Fourmaux** (FRA) **Alexandre Coria** (FRA)	M-Sport Ford WRT / Ford Puma Rally1	+22m57.9s
33	**Craig Breen** (IRL) **Paul Nagle** (IRL)	M-Sport Ford WRT / Ford Puma Rally1	+1h12m29.8s
R	**Pierre-Louis Loubet** (FRA) **Vincent Landais** (FRA)	M-Sport Ford WRT / Ford Puma Rally1	SS21-electrical
R	**Oliver Solberg** (SWE) **Elliott Edmondson** (GBR)	Hyundai Shell Mobis WRT / Hyundai i20 N Rally1	SS2-accident

STAGE TIMES

STAGE	FASTEST	LEADER	SECOND
SS1 **Harju 1** (2.16 miles)	Neuville 2m41.7s	**Neuville**	Tanak +1.2s
SS2 **Laukaa 1** (7.30 miles)	Tanak 5m24.6s	**Tanak**	Lappi +5.3s
SS3 **Lankamaa 1** (13.48 miles)	Lappi 9m59.0s	**Tanak**	Lappi +5.0s
SS4 **Laukaa 2** (7.30 miles)	Tanak 5m19.9s	**Tanak**	Lappi +5.4s
SS5 **Lankamaa 2** (13.48 miles)	Stage cancelled		
SS6 **Harju 2** (1.25 miles)	Katsuta 1m33.5s	**Tanak**	Lappi +6.2s
SS7 **Assamaki 1** (7.65 miles)	Tanak 5m42.5s	**Tanak**	Lappi +8.3s
SS8 **Sahloinen-Moksi 1** (9.76 miles)	Lappi 7m10.4s	**Tanak**	Lappi +6.2s
SS9 **Assamaki 2** (7.65 miles)	Lappi 5m37.6s	**Tanak**	Lappi +5.3s
SS10 **Sahloinen-Moksi 2** (9.76 miles)	Lappi 7m05.9s	**Tanak**	Lappi +3.8s
SS11 **Paijala 1** (12.55 miles)	Evans 9m38.1s	**Tanak**	Lappi +6.6s
SS12 **Rapsula 1** (12.78 miles)	Rovanpera 9m57.6s	**Tanak**	Lappi +8.4s
SS13 **Patajoki 1** (8.54 miles)	Rovanpera 6m34.2s	**Tanak**	Lappi +6.8s
SS14 **Vekkula 1** (12.83 miles)	Tanak 10m12.6s	**Tanak**	Lappi +9.5s
SS15 **Paijala 2** (12.55 miles)	Rovanpera 9m27.9s	**Tanak**	Lappi +11.2s
SS16 **Rapsula 2** (12.78 miles)	Rovanpera 9m35.8s	**Tanak**	Rovanpera +11.5s
SS17 **Patajoki 2** (8.54 miles)	Tanak and Rovanpera 6m25.2s	**Tanak**	Rovanpera +11.5s
SS18 **Vekkula 2** (12.83 miles)	Rovanpera 9m56.8s	**Tanak**	Rovanpera +8.4s
SS19 **Oittila 1** (6.74 miles)	Tanak 5m19.5s	**Tanak**	Rovanpera +10.3s
SS20 **Ruuhimaki 1** (6.91 miles)	Tanak and Rovanpera 5m22.9s	**Tanak**	Rovanpera +10.3s
SS21 **Oittila 2** (6.74 miles)	Rovanpera 5m17.6s	**Tanak**	Rovanpera +10.0s
SS22 **Ruuhimaki 2** (powerstage) (6.91 miles)	Rovanpera 5m17.1s	**Tanak**	Rovanpera +6.8s

DRIVERS' CHAMPIONSHIP **1 Rovanpera 198**; 2 **Tanak** 104; 3 **Neuville** 103; 4 **Evans** 94; 5 **Katsuta** 81; 6 **Breen** 64; 7 **Lappi** 42; 8 **Loeb** 35; 9 **Ogier** 34; 10 **Sordo** 34.

MANUFACTURERS' CHAMPIONSHIP

1 Toyota Gazoo Racing WRT 339; 2 **Hyundai Shell Mobis WRT** 251; 3 **M-Sport Ford WRT** 175; 4 **Toyota Gazoo Racing WRT NG** 90.

NEXT REPORT

YPRES RALLY BELGIUM
25 AUGUST ISSUE

Dixon and Ganassi pull off another miracle

ALL PICS: BAKER
motorsport IMAGES

INDYCAR
NASHVILLE (USA)
7 AUGUST
ROUND 13/16

The ability of Scott Dixon and Chip Ganassi Racing to conjure success out of nowhere has rarely been on better display than last Sunday in IndyCar's second venture onto the streets of Nashville.

Dixon got held up in qualifying and started down in 14th. Although he climbed to 11th at the start, he dropped to 12th behind Rinus VeeKay following the first caution, caused by Alexander Rossi going into a runoff and needing rescuing.

The second round of stops, under the second yellow caused by a spin and stall for Helio Castroneves, prompted most of the leading runners to stop, with the exception of Alex Palou and Simon Pagenaud, who had started on alternate tyres but had pitted for the more favoured primaries just before the yellows flew.

Dixon's stop was a disaster — the jacks failed so he fell to the back of the field, where he was in prime position to get caught up in an accident, triggered when Graham Rahal was slow to react to Pato O'Ward and Will Power braking at Turn 6, and rammed his car into the Arrow McLaren SP Dallara-Chevy, which retired on the spot, unable to select gears. The impact had shoved O'Ward into Power's gearbox, which was thereafter in emergency mode, only upshifting if Power lifted the throttle and requiring a blip of the throttle on downshifts. This added around 1.5-2 seconds to his lap times and made him vulnerable thereafter.

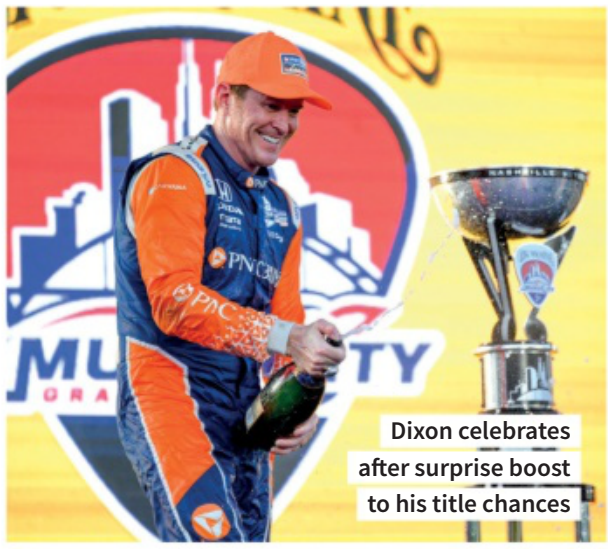
Rahal's misjudgment had knock-on effects behind, since both he and O'Ward rolled to a halt on track, forcing others to brake more heavily and take avoiding action. Dalton Kellett and Simona de Silvestro were eliminated in the confusion, while someone struck Dixon and he sustained a puncture from running over debris. He therefore had to pit while the pits were still closed, the rear wheel was stuck on the brake caliper costing him time, and the #9 Ganassi crew had to tear away some of the floor to get it freed and remove debris, costing him hundreds of pounds of rear-end downforce. To counterbalance this, the team was forced to take out several turns of front wing to prevent the car becoming an oversteering monster. The next insult was that Dixon was sent to the back of the lead lap as punishment for that emergency service. By lap 31 of 80 he was in 20th, and he had made three pitstops and was driving a crippled car. This didn't look promising.

McLaughlin started from pole and set fastest lap but would miss out by 0.1 seconds

But Dixon and Josef Newgarden — the leading runner to start on primaries from sixth on the grid — pitted under yellow (collision between Takuma Sato and Devlin DeFrancesco) on lap 38, so during the fifth caution on laps 52 to 55 (Rahal, several laps down, had restarted only to crash again and get struck by VeeKay) these title rivals moved to the front. Crucially, however, Dixon had squeezed in another stop just before that yellow flew, so he was the net leader because, while he could now get to the end without another fuel stop, Newgarden could not. However, to keep that sixth stop as short as possible and to avoid more pit equipment issues, Dixon's race engineer since Toronto, Chris Simmons, had elected to leave Dixon on the same set of tyres...

Under the sixth caution (overambitious manoeuvre by Kyle Kirkwood on David Malukas that put them both in the wall), Newgarden pitted from the lead, leaving Dixon up front to fend off Rahal Letterman Lanigan Racing's impressive rookie Christian Lundgaard (who qualified third), his own team-mate Palou (who had led 22 laps earlier by dint of pitting before that second caution) and polesitting Penske driver Scott

POWERED BY motorsport STATS



Dixon celebrates after surprise boost to his title chances

Palou led middle chunk of the race and took third

Lundgaard impressed again and ran as high as second for RLLR

McLaughlin. McLaughlin had led the early stages, fallen back with a wheel-change fumble on pitlane, but then stormed back in the healthiest car in the house.

Dixon could handle Lundgaard, but McLaughlin muscled past Palou, who had damaged his front wing on Power's slow Penske car. Jimmie Johnson then spun his Ganassi machine into a wall on lap 73, bringing out the seventh caution and, on the restart, a hyper-aggressive Newgarden slammed Romain Grosjean into a wall and curiously went unpunished for it.

IndyCar opted to end the race under green and so threw out the red flag while Grosjean's car was removed from the racing surface and the cars filed into pitlane. With restarts now being held at the same place as the start — on the Cumberland River-traversing Korean War Veterans Memorial Bridge — that left McLaughlin, who had gotten around Lundgaard, just 1.5 laps to pass his compatriot. He tried his best but came up 0.1067s short.

Lundgaard tumbled following the restart, allowing Palou to grab third, and Rossi and Colton Herta — both of whom had been a lap down by lap seven due to incidents and accidents — to salvage fourth and fifth.

DAVID MALSHER-LOPEZ

NEXT REPORT

GATEWAY
25 AUGUST ISSUE

RESULTS ROUND 13/16, NASHVILLE (USA), 7 AUGUST (80 LAPS – 168.000 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	**Scott Dixon** (NZL)	Chip Ganassi Racing / Dallara-Honda	2h06m24.2439s
2	**Scott McLaughlin** (NZL)	Team Penske / Dallara-Chevrolet	+0.1067s
3	**Alex Palou** (ESP)	Chip Ganassi Racing / Dallara-Honda	+0.6100s
4	**Alexander Rossi** (USA)	Andretti Autosport / Dallara-Honda	+0.9412s
5	**Colton Herta** (USA)	Andretti Autosport with Curb-Agajanian / Dallara-Honda	+1.3942s
6	**Josef Newgarden** (USA)	Team Penske / Dallara-Chevrolet	+2.1828s
7	**Felix Rosenqvist** (SWE)	Arrow McLaren SP / Dallara-Chevrolet	+2.8426s
8	**Christian Lundgaard** (DNK)	Rahal Letterman Lanigan Racing / Dallara-Honda	+3.2724s
9	**Simon Pagenaud** (FRA)	Meyer Shank Racing / Dallara-Honda	+4.4000s
10	**Jack Harvey** (GBR)	Rahal Letterman Lanigan Racing / Dallara-Honda	+5.1560s
11	**Will Power** (AUS)	Team Penske / Dallara-Chevrolet	+6.7843s
12	**Rinus van Kalmthout** (NLD)	Ed Carpenter Racing / Dallara-Chevrolet	-1 lap
13	**Helio Castroneves** (BRA)	Meyer Shank Racing / Dallara-Honda	-1 lap
14	**Marcus Ericsson** (SWE)	Chip Ganassi Racing / Dallara-Honda	76 laps-damage
15	**Callum Ilott** (GBR)	Juncos Hollinger Racing / Dallara-Chevrolet	-4 laps
16	**Romain Grosjean** (FRA)	Andretti Autosport / Dallara-Honda	75 laps-accident
17	**Conor Daly** (USA)	Ed Carpenter Racing / Dallara-Chevrolet	-6 laps
18	**Jimmie Johnson** (USA)	Chip Ganassi Racing / Dallara-Honda	72 laps-accident
19	**Kyle Kirkwood** (USA)	AJ Foyt Enterprises / Dallara-Chevrolet	63 laps-accident
20	**David Malukas** (USA)	Dale Coyne Racing with HMD / Dallara-Honda	63 laps-accident
21	**Takuma Sato** (JPN)	Dale Coyne Racing with RWR / Dallara-Honda	32 laps-accident
22	**Devlin DeFrancesco** (CAN)	Andretti Steinbrenner Autosport / Dallara-Honda	32 laps-accident
23	**Graham Rahal** (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	29 laps-accident
24	**Pato O'Ward** (MEX)	Arrow McLaren SP / Dallara-Chevrolet	25 laps-accident
25	**Dalton Kellett** (CAN)	AJ Foyt Enterprises / Dallara-Chevrolet	25 laps-accident
26	**Simona de Silvestro** (CHE)	Paretta Autosport / Dallara-Chevrolet	25 laps-accident

Winner's average speed 79.744mph. **Fastest lap** **McLaughlin** 1m15.7491s, 99.803mph.

Q3 **1 McLaughlin 1m14.5555s**; 2 **Grosjean** 1m14.6975s; 3 **Lundgaard** 1m14.7149s; 4 **Palou** 1m14.9087s; 5 **O'Ward** 1m14.9261s; 6 **Newgarden** 1m15.1461s.
Q2 **Palou 1m14.6437s**; **McLaughlin** 1m14.6788s; **Grosjean** 1m14.7679s; **Lundgaard** 1m14.8086s; **Newgarden** 1m14.8284s; **O'Ward** 1m14.9373s; 7 **Malukas** 1m14.9616s; 8 **Power** 1m14.9818s; 9 **Rahal** 1m15.3112s; 10 **van Kalmthout** 1m15.3897s; 11 **Harvey** 1m15.9758s; 12 **Kellett** 1m16.5600s.
Q1 – GROUP 1 **Palou 1m15.9983s**; **Harvey** 1m16.6324s; **Malukas** 1m16.6882s; **Newgarden** 1m16.7541s; **van Kalmthout** 1m17.7101s; **Kellett** 1m17.7521s; 13 **Pagenaud** 1m19.4039s; 15 **Rosenqvist** 1m21.1784s; 17 **Rossi** 1m21.4579s; 19 **Ilott** 1m57.6982s; 21 **de Silvestro** no time; 23 **Herta** no time; 24 **DeFrancesco** no time.
Q1 – GROUP 2 **Power 1m14.7460s**; **McLaughlin** 1m14.7742s; **Lundgaard** 1m14.8331s; **Grosjean** 1m15.1382s; **O'Ward** 1m15.1494s; **Rahal** 1m15.2383s; 14 **Dixon** 1m15.3179s; 16 **Kirkwood** 1m15.4382s; 18 **Ericsson** 1m15.4501s; 20 **Sato** 1m15.5935s; 22 **Daly** 1m16.3955s; 25 **Johnson** 1m17.5888s; 26 **Castroneves** 1m16.5898s*. * = grid penalty.
CHAMPIONSHIP **1 Power 450**; 2 **Dixon** 444; 3 **Ericsson** 438; 4 **Newgarden** 428; 5 **Palou** 417; 6 **McLaughlin** 392; 7 **O'Ward** 391; 8 **Rossi** 330; 9 **Rosenqvist** 325; 10 **Herta** 315.

Berthon and Huff off leash in Alsace

WORLD TOURING CAR CUP
L'ANNEAU DU RHIN (FRA)
7 AUGUST
ROUND 7

Rob Huff and Nathanael Berthon were the big winners on race day as the FIA World Touring Car Cup visited Circuit l'Anneau du Rhin in France for the first time, while a double podium for BRC Hyundai's Mikel Azcona helped the Spaniard take a major step towards the coveted crown.

Both races followed a similar pattern, with Huff's Zengo Motorsport Cupra moving into the lead at the start of the reversed-grid race two from a front-row start, just as Berthon's Comtoyou Audi had done in the earlier encounter. Briton Huff resisted an early attack from Berthon's team-mate Mehdi Bennani, and the former World Touring Car Champion pulled out a small margin by half-distance and drove on to his second victory of the season. Not only did it maintain his third place in the overall points, but it also gave him a near-unassailable 50-point lead in the WTCR Trophy standings.

"It's incredible," said Huff. "A week before the start of the season we didn't even have a deal together. Then it came together. We've done a day and a half of testing all year and here we are; third in the points with two wins. It's like we're riding the magic carpet.

"I pushed in the twisty second sector to find two or three tenths each lap because I knew Mehdi would gain back that time on the straights. The strategy paid off."

Bennani's first podium of the season came a few hours after team-mate Berthon had scored his first WTCR victory for nearly two years in almost identical fashion.

Berthon leads the way in leafy Alsace

DPPI/GUILLAUMOT

In the Frenchman's case, his win came after he fended off title contender Nestor Girolami's Munnich Motorsport Honda, which had qualified on pole position. Gilles Magnus, in the third Comtoyou Audi, was third in race one, but was later penalised five seconds for pushing Esteban Guerrieri's Munnich Honda into a spin, dropping him to seventh. That promoted Azcona to third – a result he matched in race two after Hyundai team-mate Norbert Michelisz let him through under orders with a quarter of the race to go.

Azcona heads Girolami in the standings by a commanding 35 points – just one fewer than he arrived in France with. "It was intense out there, especially the battles I had with Gilles [Magnus], and it wasn't easy to pass, so you had to be patient and pick your moment," said Azcona. "I have to thank Norbi for what he did because that was a very good team tactic."

Tiago Monteiro scored his best result of 2022 with sixth in race two in his Engstler Motorsport Honda, while Guerrieri's miserable weekend continued when he was punted off by another Comtoyou Audi – this time Tom Coronel's – two corners from the finish.

Local heroes Yvan Muller and Yann Ehrlacher were, as expected, at the event, but their Lynk & Co race cars were not, following a decision by the Cyan Racing team last Wednesday to withdraw from the championship over safety concerns connected to the control Goodyear tyres (see Pit & Paddock). Series promoter Discovery Sports Events, the FIA and TCR creator WSC reacted by reducing the weight of all competing cars by 20kg for the French event to ease the strain on the tyres.

Following a spate of tyre issues in the previous event at Vallelunga, just two cars suffered punctures in France. Goodyear confirmed that both were caused by damaged wheelrims as a result of contact.

Huff (below right) is congratulated by Girolami

DPPI/MARIA

WEEKEND WINNERS

WORLD TOURING CAR CUP
L'ANNEAU DU RHIN (FRA)

Race 1	Nathanael Berthon Comtoyou Racing (Audi RS3 LMS)
Race 2	Rob Huff Zengo Motorsport (Cupra Leon)

IMSA SPORTSCAR
ROAD AMERICA (USA)

DPi	Ricky Taylor/Filipe Albuquerque Wayne Taylor Racing (Acura ARX-05)
LMP2	Ryan Dalziel/Dwight Merriman Era Motorsport (ORECA 07)
LMP3	Felipe Fraga/Gar Robinson Riley Motorsports (Ligier JSP320)
GTD Pro	Jack Hawksworth/Ben Barnicoat Vasser Sullivan (Lexus RC F GT3)
GTD	Philip Ellis/Russell Ward Winward Racing (Mercedes-AMG GT3)

POWERED BY motorsport STATS

For full results visit **motorsportstats.com**

Winning Acura leads the way in Wisconsin

Brilliant Albuquerque wrests another victory

IMSA SPORTSCAR
ROAD AMERICA (USA)
7 AUGUST
ROUND 10/12

Northerners' Lexus took GTD Pro honours

Ricky Taylor and Filipe Albuquerque regained the lead in the IMSA SportsCar Championship last Sunday following a hard-fought fourth victory of the season for Wayne Taylor's Acura team. The 160-minute race at Road America, one of the world's most challenging venues, featured changeable conditions, wildly fluctuating fortunes and, ultimately, a brilliantly opportunistic pass for the lead by Albuquerque with 24 minutes to go.

"If you give him the car in position, he's going to go win it, and he did," declared Ricky Taylor. "He's just been working some serious magic this year."

The Portuguese ace first cast his spell in qualifying, when he produced a peach of a lap at the perfect time to snatch his first pole position of the season from beneath the noses of the Cadillac brigade.

Albuquerque maintained his advantage at the start, in slightly damp but generally dry conditions, although a slight drizzle complicated matters just as the leaders were making their first pitstops, under yellow, after around half an hour. Most of the prototype teams opted for a new set of slick tyres, although when the GT cars made their stops only one lap later, almost all were shod with Michelin wets. It proved to be the right call. Only Richard Westbrook, in the JDC-Miller Motorsports Cadillac, had chosen wets, and he immediately disappeared up the road, leaving his rivals struggling for grip before eventually opting for another tyre change.

The track had dried by the time of the next round of pitstops and, with 30 minutes remaining and the final pit sequence completed, the championship-leading Meyer Shank Racing Acura of Tom Blomqvist and Oliver Jarvis suddenly sprung from nowhere to emerge in the lead. Blomqvist had slipped from third to sixth in the opening stint, well adrift of the leaders, and Jarvis really didn't make much progress until a final two-tyre stop vaulted him from fourth to first.

Hot on his heels, however, was Albuquerque, who had regained the controls from Taylor. Jarvis hesitated for an instant while attempting to pass Ryan Eversley's GTD Acura NSX at Turn 7. Albuquerque glimpsed his chance, kept his foot in and danced around the outside of the GTD car, even straying his left-side wheels onto the grass as the two prototypes went either side of the NSX. The manoeuvre gave Albuquerque the inside line at the bottom of the hill, Turn 8, and he never looked back.

Jarvis looked set for second place until running wide at the infamous Kink with less than 10 minutes remaining and slamming nose-first into the retaining wall. Incredibly, he managed to continue, albeit with heavy damage to the car, and was able to limp home fourth as the race finished under caution. The two Chip Ganassi-run Cadillacs of Alex Lynn/Earl Bamber and Sebastien Bourdais/Renger van der Zande yoyoed up and down the order before claiming second and third.

All five classes featured tremendous battles. In LMP2, Ryan Dalziel (Era Motorsport) slipped past Louis Deletraz (Tower Motorsport) shortly before the final caution to claim a second successive Road America win for himself and Dwight Merriman. Gar Robinson/Felipe Fraga (Riley Motorsports) took the LMP3 spoils, while Englishmen Jack Hawksworth and Ben Barnicoat sealed their first win of the season for the Vasser Sullivan Lexus team in GTD Pro. Russell Ward/Philip Ellis took GTD honours for Winward Racing.

JEREMY SHAW

AUTOSPORT PLUS

SUBSCRIBE TO AUTOSPORT PLUS AND GET CLOSER TO THE ACTION

COVERAGE THAT GOES BEYOND THE TRACK

Comprehensive driver news, team announcements and the latest from the paddock.

SMART INSIGHT, PUBLISHED DAILY

Expert opinion and technical insight from the best team of motorsport writers.

NATIONAL MOTORSPORT COVERAGE

Touring Car, Rally and National coverage from across the UK.

NO ADS, MORE PERFORMANCE

A faster, premium, ad-free website experience.

SAVE 25% WITH PROMO CODE: AS25M

AUTOSPORT.COM/PLUS

First success for Fenestraz and Miyata

SUPER GT
FUJI (JPN)
7 AUGUST
ROUND 4/8

Victorious Toyota leads polewinning Bandoh car

TOYOTA

TOM'S Toyota pairing Sacha Fenestraz and Ritomo Miyata both earned their first wins in Super GT's top GT500 class in the fourth round at Fuji.

Their #37 Toyota GR Supra qualified third and spent much of the race running second behind the Kondo Racing Nissan Z of Daiki Sasaki and Kohei Hirate. But during the second round of pitstops the TOM'S car was able to get ahead by virtue of spending less time on pitlane — Miyata stayed on board while Sasaki handed back to Hirate, who had done the opening stint — and a faster out-lap.

The Kondo car dropped another position to the Impul Nissan of Bertrand Baguette and Kazuki Hiramine, who picked up their best result as a duo in second place. Hiramine briefly looked as though he might challenge Miyata in the final stint, but he simply couldn't match the Toyota's pace and took the chequered flag 7.5 seconds down.

For Kondo, third place stood in stark contrast to the performance of the only other Yokohama-shod GT500 car, the Racing Project Bandoh Toyota, which made it three pole positions in a row in the hands of Sena Sakaguchi only to plummet down the order early on and finish ninth.

Sho Tsuboi and Giuliano Alesi were fourth in the second of the TOM'S Toyotas, followed by the best of the Hondas, the ARTA car of Tomoki Nojiri and Nirei Fukuzumi, on a day to forget for the NSX-GT contingent. The next-best Honda, the Team Kunimitsu car, was eighth, while Real Racing scraped the final point in 10th.

Both NISMO-run Nissan Zs had a troubled weekend. The #3 NDDP Racing car that won last time out at Suzuka was a lapped 12th, and the #23 machine dropped 10 laps against the opposition when Tsugio Matsuda suffered an issue early in the second stint.

With four races down and four to run, Fenestraz and Miyata lead the standings by a single point from Rookie Toyota pair Kenta Yamashita and Kazuya Oshima.

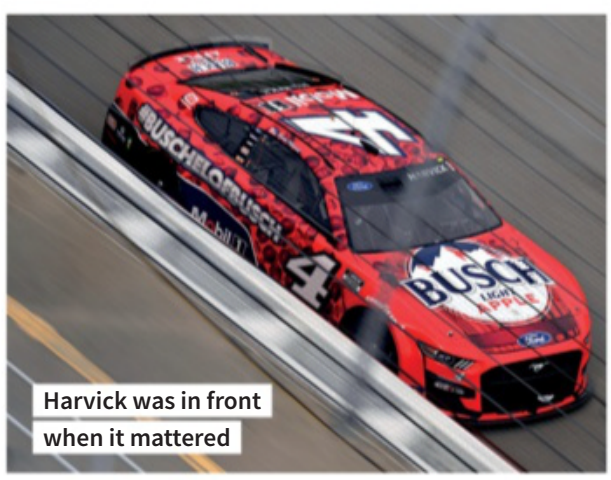
JAMIE KLEIN

motorsport.tv
Relive this race at Motorsport.tv

Harvick makes most of caution

NASCAR CUP
MICHIGAN (USA)
7 AUGUST
ROUND 23/36

Kevin Harvick's victory at Michigan may have been unexpected but it was well- timed. Thanks to a caution falling at just the right moment during a round of late-race green-flag pitstops, Harvick was able to inherit the lead and held on to snap his 65-race Cup Series winless streak in his Stewart-Haas Racing Ford.



Harvick was in front when it mattered

KINRADE/MOTORSPORT IMAGES

Harvick had just made his final green-flag stop to take on new tyres and fuel to make it to the finish when Christopher Bell and Ross Chastain wrecked with 40 laps remaining to bring out a caution. All of the lead-lap cars ahead of Harvick pitted, while Harvick remained on the track and inherited the lead.

On the ensuing restart, Harvick got a great jump to maintain the lead. He quickly began pulling away and took the chequered flag 2.903 seconds ahead of Bubba Wallace.

"We've had several good runs the last few weeks — Loudon, Pocono, where the car ran good — but we didn't have everything work out. I'm just really proud of everybody on our team," said Harvick of his 59th career win. "My guys have done a great job to take what we have, maximise it and do the things we need to do."

Harvick's previous Cup Series victory came in September 2020 at Bristol.

The 46-year-old now advances to the 16-driver playoffs as the 15th different driver to win this season, with three races remaining in the regular campaign.

JIM UTTER

WEEKEND WINNERS

SUPER GT
FUJI (JPN)
Sacha Fenestraz/Ritomo Miyata
TOM'S (Toyota GR Supra)

NASCAR CUP
MICHIGAN (USA)
Kevin Harvick
Stewart-Haas Racing (Ford Mustang)

INDY LIGHTS
NASHVILLE (USA)
Linus Lundqvist
HMD Motorsports with Dale Coyne Racing

ADAC GT MASTERS
NURBURGRING (DEU)
Race 1 Raffaele Marciello/Maro Engel
Team Landgraf (Mercedes-AMG GT3)
Race 2 Jules Gounon/Fabian Schiller
ZVO Racing (Mercedes-AMG GT3)

POWERED BY motorsport STATS

For full results visit **motorsportstats.com**

Bagnaia back in title hunt as others blunder

MOTOGP
SILVERSTONE (GBR)
7 AUGUST
ROUND 12/20

For its entire 20-lap run, the 2022 MotoGP British Grand Prix at a sunny Silverstone gave little away on how it would unfold. Only in the closing moments did long-time leader Francesco Bagnaia secure his fourth victory of the season on his Ducati.

A stunning record to claim pole had put Pramac Ducati rider Johann Zarco in a buoyant mood ahead of the race, and he felt he had "more chances than usual" to think about a tilt for that long-awaited maiden MotoGP victory. The Frenchman had taken a gamble on the way to the grid to fit the soft front tyre to his bike. It was hot, and the tyre would be hard-worked, yet he felt comfortable on it. But the hotter temperatures last Sunday at Britain's home of motorsport forced him to run the medium front.

Zarco took the holeshot off the line, he held off a challenge from Fabio Quartararo's Yamaha into the Loop on the second tour, and was released into a decent advantage when the championship leader headed for the long-lap loop at the same corner on lap four. But his chances evaporated in an instant on the fifth lap when he crashed out of the lead at Vale. A second Ducati — that of Jack Miller — inherited the lead, but it was a charging Alex Rins on the Suzuki who looked most menacing.

Despite starting from 11th, Rins looked on course to deliver his first win since 2020 at a venue where he heroically beat Marc Marquez to victory in 2019. Rins made a move on Miller stick into Club on lap six, and he pulled out eight tenths by the end of the next lap as Bagnaia moved into second.

But the day would not be Rins's either. By mid-distance he was battling fading grip on his hard rear tyre and plummeted down the order to seventh come the chequered flag, while team-mate Joan Mir succumbed to an overheating front tyre while trying to battle upwards of eighth and fell at Stowe in the closing stages.

Rins was easy prey to Bagnaia as the factory Ducati rider blasted past on the run up to Stowe on lap 12. But just when it looked like the Italian, who'd struggled in practice, was going to come away with an unlikely victory, a new danger emerged.

Maverick Vinales took his maiden win at Silverstone for Suzuki back in 2016 and, ahead of this year's summer break, he had scored a breakthrough first podium as an Aprilia rider at Assen. He qualified second this time out to show that he's starting to figure out Saturdays, but didn't immediately capitalise and slumped to sixth off the line.

But come the end of lap 18 Vinales had already carved his way up to second and was rapidly closing down Bagnaia. He made an attempt for the lead he hoped would simply be a dress rehearsal for something more decisive on the penultimate lap, when he outbraked Bagnaia into Village. Bagnaia struck back instantly, and at Copse on the final tour Vinales threw the game away. The Aprilia ran wide and allowed Bagnaia crucial metres he would not relinquish as Vinales twice more ran wide along the rest of the final lap. It was enough to ensure that the Ducati rider reached the chequered flag 0.426 seconds clear of Vinales, with Miller completing the podium.

Practice pace on Friday had suggested a tussle between title rivals Quartararo and Aleix Espargaro. While Quartararo had a long-lap penalty to contend with due to a clash with the Aprilia man previous time out at Assen, Espargaro — 21 points behind in the standings ahead of Silverstone — was presented with a big opportunity. But a violent 115mph crash at Farm in FP4 left him battered and bruised. He qualified

Miller (43) led, Rins (42) and Vinales (12) challenged, but Bagnaia was ahead at the flag

ALL PICS: GOLD AND GOOSE

Zarco looked strong, only to throw it all away

sixth and raced, but could finish only in ninth position.

Quartararo lost just 1.6s with his penalty but the Yamaha's deficiencies meant that, when he rejoined in fifth, he fell backwards as his medium rear tyre overheated in the pack. In the end, Quartararo was just 0.139s clear of Espargaro, who said his injuries were "no excuse" for his lack of pace, in the race for eighth to extend his championship lead by a single point.

Quartararo feels that no coming tracks suit the Yamaha, although he can be fast, while since the German race in June Bagnaia has gone from being 91 points down after a spate of crashes to just 49 behind. Now suddenly, in the space of two races, the championship is wide open again.

LEWIS DUNCAN

NEXT REPORT

AUSTRIAN GP 25 AUGUST ISSUE

POWERED BY motorsport STATS

RESULTS ROUND 12/20, SILVERSTONE (GBR), 7 AUGUST (20 LAPS – 73.322 MILES)

POS	RIDER	TEAM	TIME
1	**Francesco Bagnaia** (ITA)	Ducati	40m10.260s
2	**Maverick Vinales** (ESP)	Aprilia	+0.426s
3	**Jack Miller** (AUS)	Ducati	+0.614s
4	**Enea Bastianini** (ITA)	Gresini Ducati	+1.651s
5	**Jorge Martin** (ESP)	Pramac Ducati	+1.750s
6	**Miguel Oliveira** (PRT)	KTM	+2.727s
7	**Alex Rins** (ESP)	Suzuki	+3.021s
8	**Fabio Quartararo** (FRA)	Yamaha	+3.819s
9	**Aleix Espargaro** (ESP)	Aprilia	+3.958s
10	**Marco Bezzecchi** (ITA)	VR46 Ducati	+6.646s
11	**Brad Binder** (ZAF)	KTM	+7.730s
12	**Luca Marini** (ITA)	VR46 Ducati	+13.439s
13	**Takaaki Nakagami** (JPN)	LCR Honda	+13.706s
14	**Pol Espargaro** (ESP)	Honda	+13.906s
15	**Franco Morbidelli** (ITA)	Yamaha	+16.359s
16	**Andrea Dovizioso** (ITA)	RNF Yamaha	+20.805s
17	**Alex Marquez** (ESP)	LCR Honda	+21.099s
18	**Remy Gardner** (AUS)	Tech3 KTM	+24.579s
19	**Stefan Bradl** (DEU)	Honda	+28.773s
20	**Darryn Binder** (ZAF)	RNF Yamaha	+33.653s
21	**Raul Fernandez** (ESP)	Tech3 KTM	+35.601s
22	**Fabio Di Giannantonio** (ITA)	Gresini Ducati	+36.460s
R	**Joan Mir** (ESP)	Suzuki	14 laps-accident
R	**Johann Zarco** (FRA)	Pramac Ducati	8 laps-accident damage

Winner's average speed 109.514mph. **Fastest lap** **Rins** 1m59.346s, 110.585mph.

QUALIFYING 2 **1 Zarco 1m57.767s**; 2 **Vinales** 1m57.865s; 3 **Miller** 1m57.931s; 4 **Quartararo** 1m57.938s; 5 **Bagnaia** 1m57.961s; 6 **A Espargaro** 1m57.966s; 7 **Bezzecchi** 1m58.101s; 8 **Bastianini** 1m58.106s; 9 **Martin** 1m58.174s; 10 **Marini** 1m58.317s; 11 **Rins** 1m58.318s; 12 **Mir** 1m58.543s.

QUALIFYING 1 **Bastianini 1m58.609s**; **Bezzecchi** 1m58.756s; 13 **Oliveira** 1m58.853s; 14 **B Binder** 1m58.932s; 15 **Di Giannantonio** 1m58.948s; 16 **Gardner** 1m59.120s; 17 **Marquez** 1m59.288s; 18 **Bradl** 1m59.339s; 19 **P Espargaro** 1m59.367s; 20 **Morbidelli** 1m59.390s; 21 **Nakagami** 1m59.614s; 22 **Fernandez** 1m59.920s; 23 **D Binder** 1m59.931s; 24 **Dovizioso** 2m00.232s.

RIDERS' CHAMPIONSHIP **1 Quartararo 180**; 2 **A Espargaro** 158; 3 **Bagnaia** 131; 4 **Bastianini** 118; 5 **Zarco** 114; 6 **Miller** 107; 7 **B Binder** 98; 8 **Rins** 84; 9 **Vinales** 82; 10 **Oliveira** 81; 11 **Martin** 81; 12 **Mir** 77; 13 **Bezzecchi** 61; 14 **Marc Marquez** 60; 15 **Marini** 56; 16 **Nakagami** 45; 17 **P Espargaro** 42; 18 **A Marquez** 27; 19 **Morbidelli** 26; 20 **Di Giannantonio** 18; 21 **D Binder** 10; 22 **Dovizioso** 10; 23 **Gardner** 9; 24 **Fernandez** 5; 25 **Bradl** 0; 26 **Michele Pirro** 0; 27 **Lorenzo Savadori** 0.

MANUFACTURERS' CHAMPIONSHIP **1 Ducati 271**; 2 **Yamaha** 180; 3 **Aprilia** 175; 4 **KTM** 131; 5 **Suzuki** 110; 6 **Honda** 88.

Bagnaia celebrates his fourth win of 2022 with the Ducati squad

WEEKEND WINNERS

MOTO2
SILVERSTONE (GBR)
Augusto Fernandez
Ajo Motorsport (Kalex)

MOTO3
SILVERSTONE (GBR)
Dennis Foggia (below)
Leopard Racing
(Honda)

RACE RADIO

INSURANCE

MEMORABILIA

RACE PREPARATION

INSURANCE

RACE PARTS

Gearboxman.com
COMPETITION TRANSMISSION SERVICES
Gearboxes & Axles for Road, Race, Rally and more
Telephone: 01582 840008 Fax: 01582 840007

TRAILERS & TRANSPORTERS

RACE PARTS

RACE PARTS

TRAILERS & TRANSPORTERS

RACE PARTS

MOTORSPORT LEGAL ADVICE

AUTOSPORT
TO ADVERTISE IN AUTOSPORT CLASSIFIEDS PLEASE CONTACT OUR ADVERTISING SALES MANAGER

Ben Fullick
T: +44 (0)7884 117 237
E: ben.fullick@motorsport.com

RACE PARTS

PUMPS

Competition

PUMPS

High quality, reliable, quiet
Used by professionals

OTP 017
(P3017.1)
£56.78
Replaces: Bosch 0580 464 070

OTP 018
(P3018.1)
£60.10
Replaces: Bosch 0580 254 911

OTP 019
(P3019.1)
£65.15
Replaces: Bosch 0580 254 910/941/942

'IN-TANK'
FUEL PUMPS

ALL PRICES EXCLUDE VAT @ 20%

MOTORSPORT
OTP 020
(P3020.1)
£65.12
240 LTR/HR
210 LTR/HR @ 3BAR
Replaces: Bosch 0580 254 909

MOTORSPORT
OTP 979
(P3979.1)
£75.81
264 LTR/HR
228 LTR/HR @ 3BAR
Replaces: Bosch 0580 254 979

MOTORSPORT
OTP 044
(P3044.1)
£82.01
378 LTR/HR
318 LTR/HR @ 3BAR
Replaces: Bosch 0580 254 044

Tel: 01784 493 555 www.glencoeltd.co.uk Email: sales@glencoeltd.co.uk

MEMORABILIA

Personalised
Automotive
Portfolios

Keep that Provenance in order
with a style befitting your classic.

Each Motor Folio is made and hand finished in the UK from Bonded leather and **personalised** with your vehicle's specification on an engraved plate.

Order online at **motorfolios.com**

MOTOR FOLIOS

motorsport JOBS

Circuit Infrastructure Engineer
MSV

This role would suit somebody working within the utilities sector with a strong knowledge of fibreoptic installation used to working independently pulling, splicing and installing low voltage electrical systems.

Infrastructure at our circuits will include but is not limited to: PA systems, track limit sensors, marshal post / digital flag systems, CCTV, Wi-fi and timing systems.

Duties for this role include:

- Working with the Electrical Systems and IT team ensuring all infrastructure at our circuits are installed and maintained to the highest standard
- Improving existing circuit infrastructure systems to ensure reliability and durability throughout race events
- Design and create systems that are both cost effective and fit for purpose
- Work to strict health and safety guidelines with awareness that occasionally you will be completing work near a live track environment.
- Ensuring that all systems installed are following relevant codes of practices.
- Completing installation work to strict deadlines

To apply now visit www.motorsportjobs.com

motorsport JOBS

Production Coordinator
M-Sport

At M-Sport, we're dedicated to motorsport manufacturing and the support of and our valued customer programmes around the world. To this end, an exciting opportunity has arisen for a Production Coordinator to join our growing Rally2 team.

Working in a fast-paced environment as part of the company's steadfast production team, the Production Coordinator is required to work alongside the Senior Engineer and Sales Manager.

Responsible for the smooth running of car builds and stock control, they will liaise with various departments and external manufacturers to guarantee the timely delivery of builds and kits.

The ideal candidate should have:

- Strong communication and team working skills.
- Excellent planning and organisational skills.
- Meticulous attention to detail.
- Strong IT skills and an ability to quickly get to grips with new computer systems.

To apply now visit www.motorsportjobs.com

motorsport JOBS

Junior Fabricator / TIG Welder
Primary Designs

Primary Designs are leaders in the design and manufacture of world-class high performance exhaust systems and are proud of our associations with world championship winning Formula 1 teams and world record breaking supercar manufacturers.

You would be joining a well-established, successful, and proactive organisation who are recognised as being at the forefront of technology in exhaust design and manufacturing.

As part of our continued investment in people and future expansion plans, we are recruiting self-motivated people to join our highly skilled team of engineers.

Junior Exhaust Fabricator / TIG Welding engineer (Racing car exhaust systems)

We are looking for enthusiastic candidates to train as Junior Fabricator/TIG Welders.

If you have a passion for motorsport and exotic cars, an engineer's mind and a creative flair then a career in exhaust fabrication could be right for you.

Candidates must be self-motivated, keen to learn new skills and capable of working as part of a team.

This position could lead to a formal apprenticeship.

To apply now visit www.motorsportjobs.com

motorsport JOBS

Red Bull Relations & Events Manager
Red Bull Racing

We are looking for an experienced and passionate Red Bull Relations and Events Manager to be a part of our Marketing Team. In this role you will be providing support to the Head of Red Bull Relations and Events.

The Red Bull Relations and Events Manager role offers the opportunity to manage and support Red Bull Racing Show car events as well other events as and when required. The successful candidate will provide strong communication links between all stakeholders and uphold our core values.

Key requirements:

- Experience delivering high profile events to brief, with strong event management skills and attention to detail
- Ability to work in a high-pressured environment, taking on responsibility and determination to achieve beyond expectations
- Highly organised and strong attention to detail
- Excellent written, verbal communication and social/ networking skills
- Proactive and confident with extensive Red Bull brand knowledge
- Strong interpersonal skills are required and the ability to work within a team environment

To apply now visit www.motorsportjobs.com

motorsport JOBS

Want to advertise a motorsport job?

If you are recruiting in motorsport and wish to advertise with Autosport in print and digital please contact james.robinson@motorsport.com or call or call +44 (0)7717 883 990

motorsport JOBS

Sporting Coordinator
Extreme E

Key responsibilities include:

- Liaising with Extreme E's Sporting, Technical, Medical and Safety partners, contractors, and suppliers.
- Liaising with key motorsport governing bodies such as the FIA, the Automobile Club de Monaco (our Parent ASN) and the Host ASN's from the countries in which we race.
- Liaison with the Extreme E Teams.
- Liaison with internal Extreme E departments (Event Management, Broadcast & Technology, Commercial, Marketing, Hospitality, Legal, Finance, etc).
- Attendance at all race events.
- Attendance at pre-event recces to assist with course layout, camera positions, marshal positions and safety plans.
- Assist with the day to day operational and administrative elements of the Sporting department.
- Management of various on-event Sporting assets and equipment (course markings, flags, safety equipment, helmets, radios, vehicles, etc).
- Assistance in the management and attendance at additional Extreme E or Partner events when required.
- Assist with the development and updates of the Sporting Schedule for each race event.
- Development and implementation of Officials and Marshalling plans with local ASN's.
- Attendance at online and on-event Team Manager meetings.

To apply now visit www.motorsportjobs.com

motorsport JOBS

IT Infrastructure Engineer
Envision Racing

As an IT Infrastructure Engineer you will responsible for all of Envision Racing's IT systems. Located at Silverstone in the UK. You will travel to all race and test events ensuring that the various systems and applications are online and available.

IT Manager – Formula E Team

- Reporting to the Team & Sporting Director and Technical Director.
- Attend all track tests and race events.
- In depth knowledge of Microsoft products, including Windows Server, Office 365 & Azure.
- In depth knowledge of VMware vSphere, including vSAN and preferably Tanzu.
- Strong knowledge of HPE/Lenovo servers and storage, including Hyperconverged & iSCSI.
- Strong knowledge of Cisco networking products, including switching, routing and wireless devices.
- Working knowledge of Linux operating systems.
- Able to provide 1st, 2nd and 3rd line support to end users, managing issues from start to finish.
- Able to manage budget and purchasing requirements.
- 5+ years in a similar role with preference given to those from a Motorsport background.

To apply now visit www.motorsportjobs.com

motorsport JOBS

Lecturer - Motorsport Engineering
University of Bolton

We have exciting opportunities within our National Centre for Motorsport Engineering at the University of Bolton for a Lecturer in Motorsport Engineering.

As a Lecturer in Motorsport Engineering, you will play a pivotal role in the success of our students through:

- To teach on taught undergraduate and postgraduate programmes across the National Centre for Motorsports Engineering portfolio, and contributing to the management of these programmes wherever possible.
- Planning and preparing teaching and learning programmes for individuals and groups of learners
- To develop practical interactions between students and race teams that will lead to students having full understanding of track side race car interaction.
- To accompany students to race events and act as head of race team.

Our ideal candidates will have experience of working in the motorsport industry and knowledge of vehicle dynamics, simulation, or design.

Degree and postgraduate qualifications are relevant but industrial experience and an interest to further study at the university alongside your role can be accommodated.

To apply now visit www.motorsportjobs.com

AMG

"A LOT OF PEOPLE APPLY FOR JOBS WITH F1 TEAMS, SO HAVING SOMETHING ON YOUR CV TO STAND OUT FROM THE CROWD IS **ESSENTIAL**"

MARK STILES – SENIOR BRAKE DUCT DESIGN ENGINEER, MERCEDES F1 TEAM

VISIT OUR WEBSITE TO READ THE FULL SERIES OF ARTICLES

motorsport JOBS

Want to advertise a motorsport job?

If you are recruiting in motorsport and wish to advertise with Autosport in print and digital please contact james.robinson@motorsport.com or call or call +44 (0)7717 883 990

motorsport JOBS

UPLOAD YOUR CV

SET JOB ALERTS

APPLY FOR JOBS

- Search over 800 open vacancies
- Search every Formula One job in the UK
- Upload your CV and let recruiters find you
- Apply for jobs with just one click

SCAN HERE

Register at motorsportjobs.com today

motorsport NETWORK

Motorsport Jobs - A Motorsport Network Company

F1000 Title contenders involved in Donington crash

AUTOSPORT NATIONAL

CLUB RACING • HISTORICS • FEATURES

The Irishman taking the F4 world by storm

Alex Dunne has successfully followed in his father's racing footsteps

BRM V16 TO RACE AT GOODWOOD REVIVAL

ENDLESS EXCITEMENT AT BRANDS MINI FESTIVAL

REFLECTING ON THE REVAMPED GOLD CUP

Classic SILVERSTONE | AUTOSPORT

WIN

3-DAY WEEKEND TICKETS TO THE CLASSIC AT SILVERSTONE

The Classic at Silverstone is one of the leading historic meetings in the world. Each year, tens of thousands of enthusiasts head to the home of the British Grand Prix to enjoy motorsport's rich heritage, with races for Formula 1, touring car and sportscar machinery ranging from the 1930s to the 2010s. This year's event, on 26-28 August, will also feature incredible displays, live music, scores of classic car clubs, an auction and Silverstone's own tribute to Lewis Hamilton, showcasing his F1 title winners.

THE PRIZE

5 winners get a pair of weekend General admission tickets. Runners-up a pair of tickets to Sat or Sun.

QUESTION

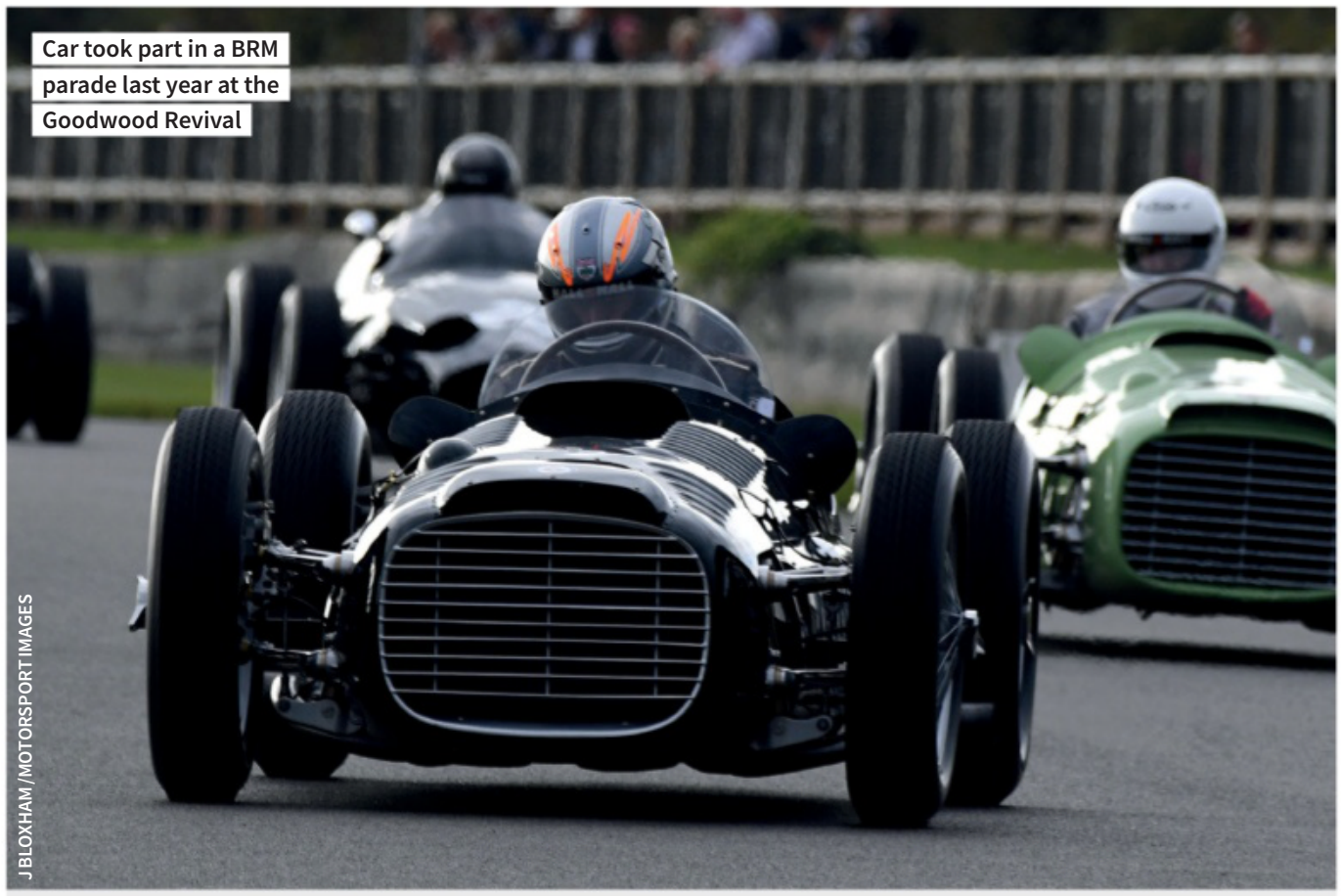
How many Formula 1 world drivers' titles has Lewis Hamilton won with the Mercedes team?

A) 6. **B)** 7. **C)** 8.

TO ENTER

choose the correct answer and go to **autosport.com/competition** or use the QR code below

TERMS AND CONDITIONS 1) To enter, visit https://www.autosport.com/competition. Competition closes at 23:59 17 August 2022. **2)** This competition is open to UK residents aged 18 or over. **3)** No cash alternative. **4)** Prizes are non-transferable. **5)** Only one entry per person. **6)** Winner will be selected at random from the correct entries. **7)** The first prize is to win a pair of Weekend tickets to The Classic at Silverstone, 5 runners-up will win a pair of Saturday or Sunday tickets to The Classic at Silverstone. **8)** Tickets will be provided to the winners subject to the event terms and conditions: https://www.silverstone.co.uk/terms-and-conditions/the-classic-terms-and-conditions. The Promoters: Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG.



Car took part in a BRM parade last year at the Goodwood Revival

J BLOXHAM/MOTORSPORT IMAGES

BRM V16 set to race at Goodwood Revival

HISTORICS

A BRM V16 will compete at this year's Goodwood Revival in the hands of historic racer Rob Hall.

The 1.5-litre supercharged machine has been built by Hall and Hall as part of a project with the Owen family, which still owns BRM. It is chassis 4, following the three original Mk1s, and has been built using period drawings.

The car was part of the BRM parade at the 2021 Revival, and now Hall will contest the Goodwood Trophy race for Grand Prix and Voiturette cars from either side of the Second World War at the 2022 event on 17-18 September.

Rick Hall, who demonstrated the car at the recent Shelsley Walsh Classic Nostalgia meeting, believes it can be competitive. "It should have the power, but it's got a long wheelbase and you can't adjust much," he said. "The other cars have been modified over the years, but we don't think we'll disgrace ourselves."

The V16 was famously complex and troublesome, BRM not succeeding in getting it to run properly in period until the world championship had switched from Formula 1 to F2 rules, leaving BRM to contest non-championship F1 and Formula Libre races. The original cars have also proved difficult to run in recent times, but Hall Sr is hopeful chassis 4 will be reliable.

"If we're going to race it, we need to be reliable," said Hall, who has also driven the originals, including the two Mk2s. "So far, it's been good. The supercharger is very complex but it's mainly behaved itself.

"Everything is more precise [than the originals], the gear change is a little slicker, and the supercharger feels more progressive. It feels fantastic, really torquey and powerful. It's awesome."

AUTOSPORT SAYS...

The prospect of a BRM V16 being driven in anger by a top historic racer should excite any enthusiast.

The 500+bhp engine makes arguably the greatest sound in motorsport and, by the end of its contemporary life, the spectacular V16 was proving it could take on cars from the later, 2.5-litre F1 era.

Some might balk at the fact that it's a 'continuation' car, but that's missing the point. Just as with the recent-build Ferrari 156 Sharknose F1 cars, the originals of which were destroyed on Enzo Ferrari's orders, this project gives fans the opportunity to see — and hear — one of the legendary racing machines back on track. It's something not to be missed.

It also seems a fitting way to commemorate both the 70th anniversary of Sir Alfred Owen taking control of BRM and the 60th anniversary of BRM's F1 title double with Graham Hill, Richie Ginther and the V8-engined P57.

KEVIN TURNER

IN THE HEADLINES

JUNIOR WINTER SERIES

The Ginetta Junior Winter Series will again take place at Brands Hatch this year, with its date confirmed as 12-13 November. The traditional format will be used, with a qualifying session and two races held on each day. "It's a great way to bring our year of racing to an end and we're confident of attracting a strong entry this year," said Ginetta championships manager Steph Bush.

LAMBERT'S MINI RETURN

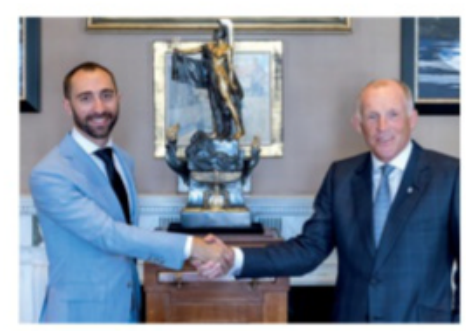
Mini Challenge racer Liam Lambert will return to the grid for the first time this year at Snetterton this weekend as part of an expanded seven-car line-up from Excelr8 Motorsport. Lambert took a best result of fourth last year in his first full season in the series. "I didn't have the budget to commit to a full season this year, but then I managed to bring a sponsor on board that has allowed me to sign up for my home event," he said.

NANDAN JOINS BRITISH F4

A new driver will join the British Formula 4 grid for the first time since the second event of the season at this weekend's Snetterton round. Indian racer Divy Nandan will make his debut with Chris Dittmann Racing, having previously driven in MRF Saloons and MRF Formula 1600. "It will be a big step for him in the two rounds he will do, jumping in at this stage of the season, but he's keen to learn and see how things go at the end of it," said team boss Dittmann.

SEGRAVE TROPHY WINNER

Robin Shute, the first and only British driver to have claimed overall victory at Pikes Peak, was awarded the Segrave Trophy by the Royal Automobile Club earlier this week. The trophy is awarded to a Briton who demonstrates 'the spirit of adventure'. Shute (below left), who took his third Pikes Peak win in June, said: "To win a trophy awarded in his [Sir Henry Segrave's] honour is very special."



Welham (right) would collide with Gadd in race three, putting both out

STEVE JONES

Collision for title rivals at Donington Park

F1000

The F1000 Championship aspirations of Tom Gadd and Rob Welham were dealt major setbacks at Donington Park last weekend when they collided battling for the lead.

Their Jedi Mk6/7s crashed heavily following a clash in the last of three races on Sunday, but both drivers — who occupied the top two spots of the points standings heading into the meeting — escaped injury.

Top qualifier and Saturday race winner Gadd — who started the finale from the back of the grid having retired from race two on the opening lap with a broken wheel — surged through the 23-car pack to join the top six breakaway at two-thirds distance.

Up to fourth with three laps remaining, he moved ahead of Dan Gore past the pits and grabbed second from Ben Powney exiting McLeans, before looking to the outside of Welham under braking for the final chicane.

As Gadd nosed ahead, Welham — in the centre of the track — had no option but to turn in. His car appeared to hop over the inside kerb and collect Gadd, whereupon both drivers lost control. Having narrowly missed the large tyre deterrent inside the second apex, they slammed into barriers on the exit of the corner.

Gore avoided the melee in his Mittell Racing-run machine and claimed an unexpected first win of the season, having not started Saturday's encounter or finished race two. Gearbox problems stopped race-two winner Lee Morgan, in the running for his third crown, on the penultimate lap.

The crash was investigated and deemed to be an avoidable incident, with Gadd handed a grid penalty for the next round at Anglesey next month. He subsequently appealed to the stewards of the meeting but they upheld the original decision.

Matthew Booth — who didn't win one of the three races during the meeting for the first time this season, finishing third, fourth and second respectively — now leads the championship that he previously won in 2019. He sits on 237 points to Welham's 231 and Gadd's 221 with six races remaining.

MARCUS PYE

P70 DONINGTON REPORT

Club 24-Hour race pushed back to 2023

BARC

The inaugural running of the new Club 24-Hour Race at Anglesey has been pushed back to next year after organisers encountered various "operational issues".

The new endurance contest was due to take place at the Welsh circuit on 23-25 September and was designed to cater for a wide variety of cars with engines under two litres, including Minis, BMW 116s and Ford Fiestas — in contrast to existing single-make UK 24-hour races for Citroen C1s, 2CVs and Ford Kas.

A number of different factors have contributed to the decision to postpone, according to the race's originator Dave Beecroft.

"We are obviously disappointed but we had a number of obstacles that couldn't be overcome and that would mean we couldn't deliver the event to the highest quality," he said.

"We have had plenty of interest and entries for the race prior to this announcement and I'm confident that with even more time to work on things we will be able to deliver a race to remember next year. I'd personally like to thank Anglesey for their understanding on this matter and for being so accommodating."

Anglesey race was designed to cater for a wide variety of cars

Beecroft added that it was important to make this decision now rather than wait to assess the situation closer to the scheduled date. "You can't cancel it the week before and we set ourselves a deadline of the end of last month, so people can rearrange their plans," he said.

STEPHEN LICKORISH

Wood returns to action aboard Escort RSR at Castle Combe

GTs

Former British Touring Car driver Lea Wood made a return to racing last weekend in the Castle Combe Racing Club's GT Championship at the wheel of a Ford Escort RSR.

Wood, who also finished second in the Pickup Truck Racing Championship in 2016, was using the event to test the car, which he built during the COVID-19 pandemic, before entering it in more races next year.

"We just fancied something different with the Escort, so we are going to do a bit of endurance racing with it," he said. "We haven't tested it yet, but we thought we'd give it a go."

Despite electrical gremlins ending his day early while running sixth in race one, Wood was pleased with the performance of the car, having only driven it in wet conditions previously at Donington Park.

"It was a good race until two laps from the end – the car was going well," he said. "But we had a voltage issue, so we thought let's get it back [to the workshop] and get it fixed properly. The car performed, which is what we wanted."

STEVE WHITFIELD

Electrical problems halted Wood, but he was pleased with the performance

Brit Morley stars during Assen visit

SUPERKARTS

British drivers were at the forefront of the Dutch Superkart GP at Assen last weekend with Liam Morley taking overall honours in the Division 1 International category.

Morley led the opening laps of the first race while polesitter and reigning European Superkart champion Peter Elkmann dropped to fourth. Once the German driver's tyres had come up to temparture, he made up ground and took the lead on lap six of 13 and won by more than five seconds.

In race two, Elkmann had a plug lead come loose on the warm-up lap, which required a pitstop, dropping him back to 31st as Morley took advantage. The race was thrown into confusion with a full course yellow just after half distance, and half the grid received various penalties.

Morley took the win from Carl Hulme and Lee Harpham as Elkmann recovered to eighth.

In race three, Elkmann shadowed Morley in the opening laps before getting ahead on lap four and winning by 2.815s.

Reigning British champion Lee Plain took two wins in the F250 Mono class, with Samantha Hempshall claiming the top spot in the second race of the weekend.

GARY JAMES

IN THE HEADLINES

KEN COOKE 1932-2022

Ken Cooke, 750 Motor Club stalwart and vice-president, passed away last month at the age of 90. Cooke and his wife Eileen joined the 750MC in 1952, and the club remained a major part of their lives for 70 years. He worked to get Austin Seven racing off the ground in the 1970s and a series for standard-type cars launched in 1977. A driver himself, he competed with his 1930 Austin Seven Chummy 'Dingo' to boost numbers, and which is still commemorated today with the 'Dingo Challenge Trophy'. Autosport sends its condolences to his family and friends.

TASMAN CUP REVIVAL

Historic Formula 5000 racers will get one more chance to race at period circuit Pukekohe, south of Auckland, New Zealand, before it closes its gates to motor racing after 60 years next April. Dates for the 2022-23 F5000 Tasman Cup Revival Series are Manfeild (11-13 November), Taupo Historic GP (20-22 January), Skope Classic, Mike Pero Motorsport Park, Ruapuna (3-5 February), Pukekohe (24-26 February) and Hampton Downs (17-19 March).

MILOUDI TARGETS FESTIVAL

Former Formula Vee champion Ben Miloudi has not ruled out taking part in this year's Formula Ford Festival after making an appearance in the United Formula Ford/Champion of Brands event at Brands Hatch last Saturday at the wheel of a Van Diemen RF01. He recorded a best result of 12th in race two despite a grassy excursion at Surtees.

PETER ROGERS TROPHY

Jordan Dempsey was awarded the Peter Rogers Trophy, remembering the Formula Ford racer killed at Donington Park 35 years ago, after winning the opening United FFord/Champion of Brands race last Saturday (below). He said: "This weekend was about preparing for the upcoming National FF1600 rounds, but to win the race and the Peter Rogers Trophy is very special."

FN2 Civic's wins on debut could prompt series

750MC

Sedzikowski claimed two Hot Hatch class wins in FN2

STEVE JONES

The successful debut of a newly built Honda Civic FN2 in the 750 Motor Club's Hot Hatch category at Donington Park last weekend has convinced Tegiwa Imports co-founder Luke Sedzikowski of the model's potential for a new racing series.

Two Class B wins and a lap record around the Leicestershire circuit mean Sedzikowski is considering creating a budget one-make category for the cars for as early as 2023.

"I brought it to a trackday in the week, enjoyed it and decided to enter my first Civic race since 2015," said the former British GT BMW racer. His best lap of 1m21.67s (87.28mph) was 2.7s slower than Hot Hatch winner Philip Wright's EP3 time in the higher (up to 200bhp/tonne) power/weight ratio class, but 0.47s shy of Danny Hobson's new record in the Type R Trophy race.

Built in the Japanese manufacturer's Swindon UK plant from 2007-11, the sporty, high-revving FN2 Type R version featured a two-litre engine developing 201bhp as standard. "At 1300kg, it's 100kg heavier than the old EP3s, but more plentiful and cheaper to buy," said Sedzikowski. The popular 2001-03 EP3s are commanding strong resale values, so the availability of FN2 base cars from £5000 could attract new competitors.

Stoke-based Tegiwa, which imports a wide range of proven tuning and handling products from Japan for Honda and other marques, has been involved in the Civic Cup for a decade and has supported the existing Type R Trophy since its inception in 2019. Tegiwa also backs the 750MC's Roadsports and Club Enduro categories.

MARCUS PYE

MINI 7 RACING CLUB A special commemorative photo was taken during last weekend's Mini Festival at Brands Hatch with all the Mini 7 Racing Club's competing drivers and their families. Seventy racers took part in the club's six contests during the meeting and the photo was designed to highlight the importance of the social aspect to the club's successful race events. The Brands fixture also marked the first time the Se7en S-Class had standalone races.

Visit from Australia ended in disappointment for Douglas

Douglas has first UK race for almost 60 years in Ginetta G4R

EQUIPE CLASSIC RACING

Former Ginetta driver Malcolm Douglas returned to race in the UK for the first time in almost 60 years at Snetterton last weekend at the wheel of a Ginetta G4R.

Douglas successfully competed in a G4 in the UK in the 1960s before emigrating to Canada and subsequently drove a Brabham BT8. He then stopped racing towards the end of the decade for a variety of reasons, including the Brabham's engine not being returned to him from a builder.

"Five or six years ago, I then decided I would like to have another go," explained Douglas, who had since moved to Australia. "I bought a 944 Porsche and have since bought a BMW E30 and have started endurance racing. I was thinking about buying a Ginetta G4 and got my old car from Canada."

Douglas, who is now in his eighties, also had a replica of his old Ginetta built and it was this he raced at Snetterton in the Equipe Libre contest. "I entered the Gold Cup but the car wasn't ready," he added.

Douglas's homecoming ended in disappointment when, after qualifying last, he retired from the Snetterton race in the closing stages. "The engine had started to misfire," he explained, unsure of the exact problem. "When I turned the engine off, I noticed the smoke coming out." A planned entry into the Silverstone Classic is therefore now unlikely.

STEPHEN LICKORISH

MGBs, Le Mans aces to Goodwood

GOODWOOD REVIVAL

The 60th anniversary of the MGB is being celebrated at another major event with the Lavant Cup grid at next month's Goodwood Revival being dedicated to the model.

An entry of 30 cars is expected for the 16-18 September meeting, with cars formerly driven by the likes of Stirling Moss, John Fitzpatrick and Alec Poole due to compete.

The Lavant Cup has previously featured one-make Ferrari and Ford GT40 celebration races.

It follows Equipe Classic Racing organising a special MGB 60 race at MG Live at Silverstone earlier this year, which attracted almost 60 cars.

Goodwood has also revealed more of the star names due to be in action this year, with 15 Le Mans 24 Hours winners — with 44 victories among them — set to feature. Multiple winners Tom Kristensen, Derek Bell, Emanuele Pirro, Henri Pescarolo, Andre Lotterer, Benoit Treluyer, Brendon Hartley, Marcel Fassler and Dindo Capello are all due to be in attendance.

Lotterer's fellow Formula E racers Stoffel Vandoorne and Jean-Eric Vergne are also on the list. Formula 1 champions Jackie Stewart, Jenson Button and Damon Hill had already been announced as appearing.

IN THE HEADLINES

CHARTERIS BACK WINNING

Mark Charteris has made his racing return after a high-speed Formula 2 crash at Brands Hatch in July. Charteris, who was left badly bruised, went back to his Mallock Mk20/21 and won both Classic Clubmans races at Oulton Park last weekend. The crashed March 742 is undergoing extensive chassis repairs and will be sold, although Charteris has another March F2 car he is intending to rebuild and later race.

FITZ-SIMON'S FRUSTRATION

Oulton Park Gold Cup Formula Junior winner Horatio Fitz-Simon qualified a Lotus Elan on pole for both the Historic and 70s Road Sports series at Oulton Park on Saturday, but was disqualified from both under protest and could not take the start. Although the Elan was accepted initially as a late invitational entry, it was later deemed ineligible. A disappointed Fitz-Simon tried to get the decision reversed but was unsuccessful.

DROUGHT FOR HISTORICS

Nicole Drought is set to star at this weekend's Carole Nash Historic Festival at Mondello Park. The Britcar class winner will compete in the Pre-'55 races in an MGA but will also demonstrate the Mondello Museum's Lola T70 during the event. "The MG will be fun but to drive the T70 is such an honour," she said. "I tested it last week and expected it to be a beast – it's actually lovely to drive!"

BMW E36 M3 GTR RACES

A factory-built E36 M3 GTR (below) had its first race outing in trackday convert Chris McGinley's ownership in last Sunday's Ultimate BMW race at Donington Park. Powered by a straight-six engine from an E46 M3 instead of its original V8, the ex-Mike Smith Flossmann-bodied monster was raced by Mike Salmon in GT events. Compact Cup ace Ian Jones shared the car with its owner but spun out when a track control arm bolt sheared.

A NEW ERA BECKONS

EXPERIENCE IT LIVE WITH

motorsport TICKETS

Scan the QR code to visit our website and join our mailing list to be the first to know when tickets for 2022 races go on sale. You'll receive on-sale notifications, offers, competitions and newsletters to put you on pole position for getting to races this season.

motorsporttickets.com/f1

A motorsport NETWORK COMPANY

Prospecting for gold in Cheshire

Like the proverbial curate's egg, the new-look Oulton Park Gold Cup was "good in parts", but had much to commend it going forward

MARCUS PYE

Last summer's announcement that the Silverstone Classic behemoth would take the August Bank Holiday weekend — long occupied by the Oulton Park Gold Cup event, also administrated by the Historic Sports Car Club — in 2022 stirred a hornets' nest. In reality, the fixture swap that ensued, with circuit group owner MotorSport Vision "curating" the Gold Cup race programme, appeared to be on the right track.

Disappointingly, however, spectator attendance at the new-look Gold Cup event at the end of last month appeared to be down. Mixed weather in the north-west would have deterred 'floating voters' who decide on the day, but the date shift to the start of the UK's school summer break — when COVID-19 and subsequent travel restrictions meant families had not had holidays for two years — and current sky-high fuel and domestic energy costs inevitably contributed. All are beyond organisers' control.

Many competitors are currently feeling the pinch in terms of disposable income. Hence entry levels in some races, including several invited grids from outside the HSCC's portfolio, were not particularly inspiring. "It's the way of the world at the moment," said club CEO Andy Dee-Crowne, at the helm of its boat through unprecedentedly turbulent waters for three years now. I feel his pain, more so since last Saturday's poorly supported one-dayer for in-house grids that missed the Gold Cup cut.

"Many competitors are feeling the pinch... Hence entry levels were not particularly inspiring"

However statistics are spun — "370 entries" across 18 races and 12 grids sounded strong — it didn't look that way in the paddock, or from the spectator banks. Just as advertising licence brings '1000-plus entries' for the Silverstone Classic, tallying double-headers twice doesn't fool the cognoscenti. Some 266 competitors took part in qualifying at Oulton. As ever, social media streams were not lacking opinion as eventgoers and enthusiasts had their say.

Some grid coordinators excelled. Julius Thurgood's Historic Racing Drivers Club members provided 38 diverse cars for the Jack Sears Trophy 1958-65 Touring Car set; a fine field of 36 Formula Juniors came from within the HSCC/Formula Junior Historic Racing Association fold; the Historic Grand Prix Cars Association's magnificent 34 Pre-'66 cars justified Historic Gold Cup feature status; while an unprecedented 30 Special Saloons & Modsports contenders and paddock display showcased the Classic Sports Car Club. Apart from the HSCC Guards Trophy's 23, nothing else topped 20 on the wonderful 2.66-mile circuit, a drivers' paradise, although the F2 action was spectacular.

Perhaps telling were the Masters Pre-'66 grids, each held over an hour. Nineteen Gentleman Drivers GTs (only two of which doubled up with the Guards opportunity earlier on Saturday) and 15 Touring Cars on Sunday were below expectations.

The two fascinating Vintage Sports-Car Club grids could have been amalgamated, and perhaps been offered a multi-start second handicap outing? But, as one local sage commented, why not revisit the past by running the club's Seaman (Vintage and Historic) and Flockhart Trophy staples that have struggled to raise half a field at Cadwell Park in recent times? ERAs, Bugattis, Maseratis and more front-engined GP cars and voiturettes would enhance the 2023 Gold Cup if a stronger core proved aspirational.

Timetabling over all three days doubtless hit support for the hosts' Griffiths Haig Trophy '50s sportscar races, made not so much by winner Richard Wilson's stunning Maserati 250S but by the derring-do of Ryan Morgan, debuting Paul MacDougall's tiny Panhard Junior, which astonished marshals. Here's to a better turnout at Castle Combe, where the HSCC was rooted in 1966, for the super 10th anniversary Autumn Classic on 24 September.

Alas the Aurora Derek Bell Trophy races — down to nine starters — struggled, with several regulars committed to F2. The loss of invitee Chris Perkins's Surtees TS14 after qualifying, at the venue where John Surtees won two of his four Gold Cups in his own machines (scoring his marque's first F1 win with the TS7 in 1970 and a TS9 in 1971), robbed onlookers of an F1/F5000/F2 battle.

Gauging by reactions at trackside and in the paddock, the CSCC Special Saloons & Modsports fraternity covered itself in glory. Virtually all the competitors are privateers — working folk who appreciated qualifying on Saturday and twin races on Sunday — but, cajoled by the indefatigable Dave Smith and racer Danny Morris, put on a wonderful show outside their home arena. Honouring the great Tony Sugden, an Oulton crowd favourite and regular winner in Ford Escort, DAF/Volvo-BDX and Skoda and Lotus Esprit clones, it could be the catalyst of something bigger.

But the economics of competing, like running race meetings, must be viable. The Gold Cup — behind British Touring Cars, British Superbikes and possibly British GT in the circuit's annual pecking order — deserves full grids, from wherever they are drawn. Too many events and duplications are diluting fields everywhere, some to parlous levels. Fewer and better is the way forward. "Less is more," as one leading preparer said at Oulton.

P74 REPORT: HSCC BACK AT OULTON

Jeff Smith came out on top in the opening Mini Miglia race

Mini Festival delight as Smith and Jordan win

BRANDS HATCH
MSVR MINI FESTIVAL
6-7 AUGUST

Former British Touring Car Championship team-mates Jeff Smith and Andrew Jordan shared the victory spoils as the Mini Miglia series headlined a dramatic and spectacular 10th Mini Festival at Brands Hatch.

Smith's win in the opening race came after a memorable contest where any one of six drivers could have emerged victorious. Poleman Smith fought for the lead in the early stages with former category champions Endaf Owens and Rupert Deeth, but it was not long before the trio were joined by Jordan, Aaron Smith and Historic Formula 1 racer Nick Padmore.

An unfortunate clash with tailender Richard Bartlett at Graham Hill Bend forced Owens onto the sidelines on lap 17 of 22, leaving Jeff Smith to claim a narrow win by 0.133 seconds from his namesake, while Jordan edged Padmore for third.

Race-one winner Jeff Smith saw his fortunes take a nosedive in a safety-car interrupted sequel when an attack for the lead on Deeth at McLaren ended in tears. Deeth was able to continue and bring his damaged car home third, while Jordan recovered from being forced off track at Druids on the opening lap to claim the win ahead of Ashley Davies.

Jordan's father Mike had a more comfortable run to victory in the first Mini Se7en race, dominating the event from lights to flag after Connor O'Brien was forced to retire early. Ross Billison recorded his best result of the year with second after resisting race-long pressure from Glen Woodbridge.

Jordan Sr repeated his success in race two after powering his way into the lead from eighth on the partially reversed grid by the Cooper Straight halfway around the opening tour. Joe Thompson traded fastest laps with Jordan as he applied late pressure, but it was to no avail, while Woodbridge capped a strong weekend with another third-place finish, despite a misfire denying him the opportunity to harry the leading duo.

Harvey Death retained his crown as driver of the Fastest Mini in the World when he guided his V8-powered Cooper S to a double success for the second consecutive year. Bill Richards brought his Maguire Mini Duratec Traveller home second in race one after indulging in an entertaining battle with Richard Billingham's 300bhp Austin Mini Clubman, although Billingham's challenge was blunted when a broken alternator belt slowed him in the closing laps. Billingham beat Richards to the spot in a second encounter that was reduced to five minutes following a race-stopping shunt for Richard Morris at Paddock.

Neven Kirkpatrick's win in the first Super Mighty Minis race may have looked simple on paper, but he was hounded throughout the 20-lap contest by the pursuing Stuart Coombs, Steven Rideout and David Kirkpatrick, and just 0.49s covered the quartet at the finish. Kirkpatrick led home brother David to seal a double success later in the afternoon, while Sam Slater fought off Mark Price twice to seal both concurrent Mighty Minis class wins.

Joe Ferguson cantered to victory in the first Pre-'66 Mini bout, leaving Jeff Smith to battle with fellow Miglia racers Aaron Smith and Chris Morgan over second. Jeff Smith won race two ahead of a disgruntled Ferguson, who felt the cause of a damaged toe link was the result of too much contact during the race.

Away from the Mini excitement, current National Formula Ford 1600 points leader Jordan Dempsey claimed a dominant victory from pole in the opening United Formula

Death's Mini Cooper S V8 claimed Fastest Mini in the World accolade again

ALL PHOTOGRAPHY: GARY HAWKINS

WEEKEND WINNERS

MINI MIGLIA
Race 1 Jeff Smith
Race 2 Andrew Jordan

MINI SE7EN
Races 1 & 2 Mike Jordan

FASTEST MINI IN THE WORLD
Races 1 & 2 Harvey Death (Mini Cooper S V8)

SUPER MIGHTY MINIS/MIGHTY MINIS
Races 1 & 2 Neven Kirkpatrick

PRE-'66 MINIS
Race 1 Joe Ferguson
Race 2 Jeff Smith

UNITED FORMULA FORD/CHAMPION OF BRANDS
Races 1 & 2 Jordan Dempsey (Spectrum 011C)

PRODUCTION GTI
Race 1 Martyn Walsh
Race 2 Henry Riley

MINI 7 SE7EN S-CLASS
Race 1 Matthew Ayres
Race 2 Damien Harrington

RACING SALOONS
Races 1 & 2 Gavin Dunn (BMW E36)

MSVR ALLCOMERS
Races 1 & 2 Ian McDonald (Radical SR3 RS)

Z CARS
Races 1 & 2 Edd Giddings

For full results visit: tsl-timing.com

Ford/Champion of Brands race on Saturday aboard his Kevin Mills Racing Spectrum. American teenager Colin Queen (Ray GR18) took second after passing the Van Diemen JL13 of Lucas Romanek at Paddock on lap seven of a contest that was disrupted by two caution periods.

Dempsey was unstoppable again in the second race and claimed a lights-to-flag triumph from Queen. Morgan Quinn (Van Diemen RF99) eventually came out on top in a thrilling battle for third after the Ray of Shawn Rashid was baulked by tailenders at Clearways on lap 16 of 24.

Former Production GTI champion Martyn Walsh celebrated his first start in the series this year in perfect fashion by taking victory in the opening race, although tyre wear concerns dropped him into the clutches of Henry Riley in the closing laps. The pair made contact on the first lap of race two at Clearways as Riley powered his way in front before taking the spoils. Walsh salvaged second after a suspension breakage sidelined Simon Vercoe, while third was claimed by Paul Blackburn after a fine charge from last on the grid.

MARK LIBBETER

SUPERB S-CLASS RACES GO IT ALONE

Standalone S-Class races provided some of the weekend's best action

Those who attended the 10th Mini Festival at Brands Hatch last weekend were treated to something new when two Mini Se7en S-Class races were held as standalone events, the first time since the inception of the championship in 2006.

Usually seen sharing a grid with their Mini Se7en series counterparts, the feeder category to the Se7ens has enjoyed an impressive growth in recent seasons, and drivers have used the championship to move up the career ladder.

Drivers to have honed their skills in the S-Class recently have included current Se7en series title contenders Connor O'Brien and Jo Polley, and Miglia driver and former Super Mighty Minis champion Scott Kendall.

With the cars equipped with 1275cc lightly tuned engines (capable of a top speed of 105mph), steel body dampers and standard pedal boxes, the S-Class gives drivers the chance to experience competitive racing on a budget. With the Mini also remaining an icon for many, the future of the series looks to be bright, particularly if last weekend's action is anything to go by.

Going into the double-header meeting at the Kent circuit, Matt Ayres was the driver holding a narrow series lead over Damien Harrington with Frazer Hack, son of triple Mini Miglia series champion Andrew, lying third.

Ayres leads Winkworth and Hack in S-Class

Hack had the honour of taking pole for the first standalone contest ahead of Michael Winkworth and Ayres, while Harrington was able to line up fourth despite spinning off into the Clearways gravel during qualifying.

Hack led away at the start of race one, and Winkworth found himself relegated to third by Ayres. Thereafter, a race of thrilling battling and constant position swapping ensued as the trio produced some of the best racing of the weekend. Harrington, along with Jonathon Page and Chris Prior, reeled the leaders in as the race progressed to form a six-car train.

Ayres eventually worked his way to the front on the penultimate lap and held the lead to the finish, while Harrington took the runner-up spot from Winkworth. "That was great fun," said Ayres. "There were six of us battling for the win and we were running three abreast at times."

The partially reversed-grid sequel proved no less dramatic. Poleman Ben Seyfried led initially, but Ayres was finding grip on the outside of Druids to the extent that he was able to move into the lead by the fourth tour. Hack and Winkworth soon joined Ayres at the front, but Hack's race came to a premature end when his bonnet detached after hitting the back of Winkworth at Graham Hill Bend on lap 15.

Hack's misfortune helped Page to close on the leaders, but a misjudged outbraking move at Druids led to contact with both Winkworth and Ayres. The resultant damage forced both Page and Winkworth out of the race, but Ayres was able to continue and salvage second ahead of Seyfried but behind Harrington.

"I was just in the right place at the right time," said Harrington, "but I had to be careful as the car was running hot towards the end."

MARK LIBBETER

Smith brings a halt to Webb's remarkable run in Sports 1000

DONINGTON PARK
750MC
6-7 AUGUST

Quadruple Formula Vee champion Paul Smith broke Sports 1000 champion-elect Richard Webb's seven-race unbeaten run at Donington Park on Saturday, as track temperatures soared to 37 degrees, torturing the category's treaded Yokohama control tyres. Piloting father Steve's evolution of a Mittell MC-53, Smith prevailed as a slipping clutch hobbled his rival.

Webb's sub-record 1m11.04s lap — a landmark average of 100.34mph — seized pole in the works Spire, powered by a Suzuki GSXR engine, his RLM preparation concern's speciality. Smith was also inside Tim Gray's 1m11.33s target, set in 2012. Onlookers gasped as the duo pulled almost 130mph three times per lap — into Redgate, the Old Hairpin and the Roberts chicane — in breathtakingly close company.

Webb bounced back to win Sunday's thrillers, overtaking Smith audaciously as they traversed the Craner Curves abreast in the first. Dan Clowes (Mittell) was their closest pursuer. When Smith's throttle jammed open in race three, forcing retirement, reigning double champion Ryan Yarrow (Spire) gratefully grabbed second behind an emotional Webb. Previous RGB-era Contour race winner Paul Rogers (Spire) was third.

The Avon slick-shod F1000 Jedis are 170kg lighter than the Sports 1000s (410kg minimum as opposed to 580kg with driver), which equates to about six seconds per lap here, where the quickest drivers pull around 136mph. A record field of 27 turned out for qualifying after Alex Tuzzeo was sidelined by gearbox failure in Friday testing. Points leader Tom Gadd bagged pole with 1m05.08s (109.53mph), but Dan Gore and Matthew Booth were half a second adrift, split by 0.01s. Gadd's closest rival Rob Welham and double champion Lee Morgan sat eighth and 11th respectively.

Gadd won Saturday's opening stanza from Morgan (who pared 0.32s from his own lap record), Booth and Welham, but electrical problems meant Gore was pushed from the grid. In Sunday morning's reversed top 10 contest, Gadd broke a wheel on a kerb on the opening lap, leaving Morgan to prevail over Welham, Ben Powney and Booth. With fastest laps determining race three's grid, Gore decided to start late from the pitlane and on a clear track snared third. Gadd, now two points behind Welham, started last.

Welham led initially, chased by Morgan and Gore. Gadd, on a mission, was sixth inside three laps, and briefly fourth after rounding Gore at Redgate on lap 10 of 14. A compromised corner cost Gadd a place but, by the end of the lap, Morgan, Welham, Gore, Gadd, Booth and British GT and Praga racer Chippy Wesemael were nose to tail. Gadd somehow squeezed ahead but, entering the chicane on lap 13, contact with Welham, on the kerb to his right, sent both into the barrier with sickening thuds. Both climbed from wrecked cars as a disbelieving Gore shot past to score a welcome victory. Morgan fell next time around, so Booth and the surprised Wesemael joined Gore on the virtual podium.

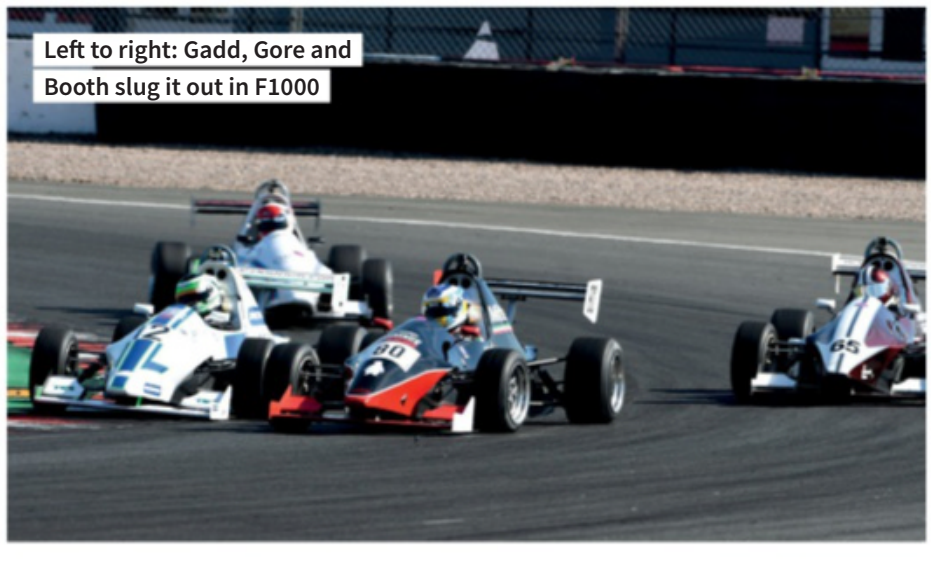
Joint Type R Trophy points leader Jake Hewlett's excursions at the Old Hairpin and the chicane on lap one of the first race presaged a tremendous recovery from 27th to 14th as Danny Hobson won. From there, Hewlett won the sequel superbly from rival Chris Nylan, third behind Joe Jessup earlier on. Meanwhile, Andrew Harding and 182 class standout Jack Dwane enjoyed perfect Clio Sport weekends, as did Philip Wright (Civic) in fraught Hot Hatch bouts, and Simon Wing (Peugeot 205) in the busy Armed Forces Race Challenge sorties.

Ben Short extended his unbeaten MX-5 Cup run to 12 races this season, despite going the wrong side of the huge tyre block at the chicane in the reversed top 10 finale — "I heard the squeal of doom and elected not to turn in," he said — which demonstrated spare mental capacity. Ben Abbitt, Ligier prototype racer George King, Jordan Johnson and veteran Scott Leach got closest to unseating the Mazda maestro.

Sunday had a very strong German flavour for the BMW Car Club of Great Britain's Sommerfest, celebrating its 70th anniversary and the 50th of the marque's iconic Motorsport division, which brought enthusiastic members and several hundred cars to the infield.

Four BMW races focused attention as Irishman Niall Bradley and Graham Crowhurst (E46 M3s) won the club's championship rounds, with Dave Kempton (E36 M3) third first time out after Michael Cutt cracked his E36 M3's sump on a kerb. Points leader Lee Piercey (E36) eschewed Saturday qualifying for a wedding, so started from the back. He picked off Clive

Hewlett stormed from 14th to win second Type R Trophy race



Left to right: Gadd, Gore and Booth slug it out in F1000

ALL PHOTOGRAPHY: STEVE JONES

Slipping clutch for Webb (88) helped Smith prevail in the opening Sports 1000 battle

Watson, Stephen Schweikhardt, Adam Read and Jim Benson in rapid succession before deposing Dan Harborow's well-driven E30 320i to maintain his unbeaten record in the competitive six-cylinder split and finish fourth overall.

With Bradley non-starting, Crowhurst had an easier second encounter, pursuer Paul Cook (E46 M3) having burned from the stern. A broken diff carrier parked Kempton, leaving invitee Ronan Bradley (E36 M3) third with Piercey in his mirrors. William Lake (325Ti) completed a Cup class double.

A finely timed first pitstop on lap 12 — before a safety car interlude, during which stops are suspended — enabled initial 116 Trophy pacesetter Louis Woodward to catch the crocodile without losing a lap, thereby enabling him to trump rivals in the jostling E87 pack. As fellow pacesetters kept plugging away, the Gloucester soloist maintained his pace through the 90-minute race's second stop phase. Tom Sibley and Lewis Tindall kept second, 10s ahead of Anthony Seddon/Alan Corfield. The rapid Jack Godden, who also led before installing dad Chris, battled back to 10th as 17 of the 39 teams collected track-limits penalties that rejigged the result.

Doughty veteran Kevin Clarke won the 45-minute Ultimate BMW closer in his Intersport M3 CSL, but young sim racer Jack Smith kept him honest on an astonishing car debut in Kempton's SmartFi M3. Clearly less comfortable in 'hard' traffic, a novelty, Smith was later excluded for overtaking under yellow flags, promoting relay teams Niall Bradley/Crowhurst and Bryan Bransom/Jas Sapra to second and third.

MARCUS PYE

Ultimate BMW race capped off Sunday's Sommerfest event

WEEKEND WINNERS

SPORTS 1000
Race 1 Paul Smith (Mittell SSRD MC-53)
Races 2 & 3 Richard Webb (Spire RGBR)

F1000
Race 1 Tom Gadd
Race 2 Lee Morgan
Race 3 Dan Gore

TYPE R TROPHY
Race 1 Danny Hobson
Race 2 Jake Hewlett

CLIO SPORT
Races 1 & 2 Andrew Harding (197)

HOT HATCH
Races 1 & 2 Philip Wright (Honda Civic Type R)

ARMED FORCES RACE CHALLENGE
Races 1 & 2 Simon Wing (Peugeot 205 GTI)

MX-5 CUP
Races 1, 2 & 3 Ben Short

BMW CAR CLUB RACING
Race 1 Niall Bradley (E46 M3)
Race 2 Graham Crowhurst (E46 M3)

116 TROPHY
Louis Woodward

ULTIMATE BMW
Kevin Clarke (M3 CSL)

For full results visit: 750mc.co.uk

O'Keeffe and Crispin come out on top

CROFT
BARC
6-7 AUGUST

Crispin (89) gives chase to Adnitt at the start of second Croft 2CV race

David O'Keeffe and Nick Crispin shared the 2CV victory spoils as both races came to a dramatic climax at Croft last weekend.

O'Keeffe ousted Crispin to lead into Clervaux on the second lap of the opener, while Gary Adnitt shadowed them both. Crispin briefly regained the place at Tower on lap six of 10, before Adnitt managed to demote both of his rivals and led onto the final tour. But, after exiting the last corner side-by-side, it was O'Keeffe who won the race to the flag with just 0.049 seconds in hand, while Crispin retained a comfortable third.

O'Keeffe dropped back at the start of the second race, as Adnitt, Crispin and Luca Proietti made an early escape. It was soon a four-car battle, however, with O'Keeffe up into second by lap five of eight, but the order didn't remain the same for long.

Into Tower for the penultimate time, Adnitt was third behind Crispin and Proietti, but O'Keeffe arrived brakeless and dispatched team-mate Adnitt into the adjoining field. O'Keeffe recovered to take third with Crispin the victor, while Julie Walford snatched a last-lap fourth from Lien Davies.

Reigning Pickup Truck champion George Turiccki kept his title hopes on track with a winning treble. The decisive moment in race one came at the last corner on the final lap, when Turiccki dived inside Reece Jones. Jones spun on the exit, which allowed Allen Cooper and Mark Willis to go past before Jones recovered to take fourth.

After Paul Tompkins initially led the second race, Turiccki got ahead on lap two down the inside into Tower. Jones headed the pursuit after taking Tompkins on lap six but, following two laps behind the safety car, Tompkins grabbed the place back again during a one-lap sprint to the flag, while Cooper completed the top four.

There was six-car lead train in the final race before Turiccki took charge into Sunny In on lap three. Dale Gent broke from the pack to secure second, with Jones completing the rostrum from Willis.

Jamie Petters led an immediate three-car break in the first Junior Saloons race, with Daire Flock taking the lead at Tower on lap six. Petters had regained the lead when a red flag was shown for an incident, which was fortunate for the victorious Petters because he had a punctured front

Frantic TCR UK races headline 'Combe Carnival'

CASTLE COMBE
CCRC
6 AUGUST

Bruce Winfield and Alex Ley shared the spoils in two dramatic TCR UK races on a scorching day at the Castle Combe Racing Club's 'Combe Carnival' event.

Chris Smiley stalled from pole in the opening encounter, with everyone mercifully managing to avoid his stationary Honda Civic, before the safety car was deployed when Jamie Tonks (Cupra Leon) ended up in the barriers at Quarry. Adam Shepherd led at the restart and looked to be on course for a maiden win after resisting pressure from Winfield's Cupra throughout, but he was cruelly denied by a puncture on his Hyundai i30 at the final corner and had to settle for second. Bradley Hutchison finished third after fending off points leader Isaac Smith, whose closest rival Max Hart retired with a broken driveshaft, while Smiley recovered to fifth.

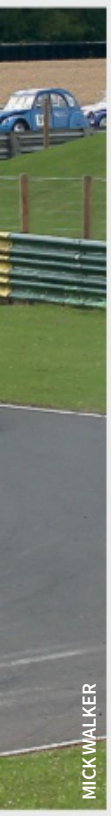
Fisher beat Cooper to the win both times in FF1600
OLLIE READ

Matthew Wilson and Jac Constable lined up on the front row for the reversed-grid race, but both jumped the start and were then beaten into Quarry by Ley. After remaining close behind, Constable eventually sliced up the inside into Bobbies to snatch the lead with Wilson soon taking second, but 10-second penalties demoted Constable to third and Wilson to ninth.

Ley's Hyundai, which was involved in a frenetic late scrap behind, was handed a 0.088s victory ahead of Winfield, who initially was also penalised for track-limits abuses before being reinstated in second. Smiley finished fourth to move into second in the standings, while Hart was struck with mechanical gremlins again.

Felix Fisher did the double in CCRC Formula Ford to boost his hopes of a first title. Chief rival Luke Cooper made slow getaways in both contests in his Swift to run third behind Ben Mitchell (Van Diemen JL16), who grabbed the lead from Fisher at the halfway stage in race one. But a bad exit from Bobbies allowed Fisher's Ray to reclaim the place into Camp, with Cooper capitalising to also take second. Fisher had checked out by the time Cooper retook second in race two from Mitchell, who held off Tom Hawkins to finish third.

Alistair Camp took his fourth victory of the season in the opening Civic Cup race, leading from start to finish after a startline crash caused a red flag. Dan Thackeray and Matt Luff were within


MICK WALKER

A hat-trick of Pickup wins has helped put Turiccki on course to retain the title

MICK WALKER

tyre. Maximus Hall completed the podium after Harvey Dent had retired from third.

Dent managed to hold off Petters at the start of race two and built a substantial lead, while Hall moved into second at Sunny In before the safety car was deployed. Dent clung on during the final two-lap shootout by just 0.072s over Hall, but Petters plummeted down the order with brake problems. Harry Hickton and Travis Chapman completed the top four after CJ Morgan went on the grass exiting the final corner to lose the podium position.

As in race one, the final encounter finished under red flags, with Petters and Flock repassing the fast-starting Dent. But Flock pitted, leaving Petters clear out front. Dent, Hickton and Morgan rounded off the top four.

There were two easy wins for Jon Woolfitt's Spire in the CNC Heads Sports and Saloons, with Andrew Southcott (MG Midget Lenham) and Richard Rudd (Ford Escort) each taking a second place.

It was the same podium in both Caterham Graduates Sigma 135 races, with Jamie Winrow heading home James McCall and Calum Walker. There were double winners too in both Sigma 150 and Sigmax classes in the shape of Harry Senior and Kevin Barrett.

PETER SCHERER

OLLIE READ

Shepherd (117) lost thelead in the first TCR race on the final corner

1.5s in second and third, after both passed Ryan Bensley, who spun to the rear of the field before crashing out late on.

Mervyn Beckett led the first lap of the reversed-grid encounter before being challenged by both Harvey Caton and Will Redford on the run to Quarry, and then spun down the order after being rear-ended by Redford. A collision with Redford at the Esses put Caton out and handed the lead to Morgan Bailey, who then ground to a halt one lap later. Rob Butler eventually took victory ahead of Redford following a brief safety-car period.

An eclectic mix of 14 cars took part in the opening CCRC GT race, which was won by Kevin Bird in a Porsche 991. He was chased hard early on by Keith Butcher's Audi R8 before it suffered an issue, promoting Jamie Sturges to second in his VW Golf TCR. Bird again led home Sturges in race two.

Adam Prebble took his fifth win of the season in the CCRC Saloons in his Vauxhall Astra by 7.5s from Tony Hutchings, who was competing in his final race.

STEVE WHITFIELD

WEEKEND WINNERS

CROFT

2CVs
Race 1 David O'Keeffe
Race 2 Nick Crispin

PICKUPS
Races 1, 2 & 3 George Turiccki

JUNIOR SALOONS
Races 1 & 3 Jamie Petters (below)
Race 2 Harvey Dent

CNC HEADS SPORTS & SALOONS
Races 1 & 2 Jon Woolfitt (Spire GTR)

CATERHAM GRADUATES SIGMA 135
Races 1 & 2 Jamie Winrow

CATERHAM GRADUATES SIGMA 150/SIGMAX
Races 1 & 2 Harry Senior

MICK WALKER

CASTLE COMBE

TCR UK
Race 1 Bruce Winfield (Cupra Leon)
Race 2 Alex Ley (Hyundai i30 N TCR)

CCRC FF1600
Races 1 & 2 Felix Fisher (Ray GR05)

CIVIC CUP
Race 1 Alistair Camp (EP3)
Race 2 Rob Butler (EP3)

CCRC GTs
Races 1 & 2 Kevin Bird (Porsche 991 Carrera Cup)

CCRC SALOONS
Adam Prebble (Vauxhall Astra, below)

CCRC HOT HATCH
Shaun Goverd (Citroen AX)

OLLIE READ

For full results visit: tsl-timing.com

Kennelly chases Tucker, and pipped him to fourth by 0.006s after brilliant Mustang scrap

Mustangs battle as Boot kicks on in Equipe Libre

SNETTERTON
EQUIPE
6 AUGUST

A sensational scrap between two Ford Mustangs that was settled by just six thousandths of a second was one of the highlights of Equipe Classic Racing's Snetterton visit last weekend.

Larry Tucker had been ahead of the very similar Shelby GT350R of Paul Kennelly throughout the Equipe Libre contest, but was coming under ever-increasing pressure in the closing stages of the 40-minute race. It made for a stunning spectacle, and Kennelly's perseverance paid off as he just pipped his rival on the run from Murrays to the flag to secure fourth place.

"I didn't care whether I won or Paul won – it was such a great race!" said Tucker, who admitted the Mustangs were starting to struggle with their tyres in the hot conditions. Kennelly, who initially was not sure if he had snuck ahead, added: "I was trying to force Larry into making a mistake."

There was also an entertaining fight at the front in the early stages. Polesitter Jamie Boot had a "lousy reaction and bogged down" at the start in his TVR Griffith, enabling the TVR Grantura of Rob Cull and Robin Ellis's Lotus Elan 26R Shapecraft to shoot ahead.

While Boot soon outran Cull, there was then an intriguing fight between the Griffith's grunt and the Lotus's superior handling, with Boot unable to find a way past for several laps. Eventually, V8 power told and Boot blasted ahead along the pit straight, but was wary of Ellis's threat for the remainder.

Cull made another great getaway in the Equipe GTS encounter, sailing into the lead

Reuben clings on to victory

OULTON PARK
HSCC
6 AUGUST

The historic racing world has been a busy one of late and the Historic Sports Car Club's Oulton Park meeting for those championships not included in this year's Gold Cup was a fairly small affair. That said, there was room for some close and enjoyable racing on a perfect day to be outdoors.

The 11-car entry for the combined Historic Modsports and Historic Touring Cars grid provided some pleasingly tense action. Eventual winner Nigel Reuben guided his rapid TVR Griffith through the touring cars, which set off 20 seconds earlier, but his seemingly easy win was in doubt as the Davrian Mk8 of Myles Castaldini was soon hunting him down.

Castaldini had started right at the back due to not being able to set a time during qualifying, the culprit being a broken wire in his car's ignition unit. Reuben's considerable lead got smaller and smaller as the Davrian became progressively quicker and nearer, until Castaldini was just within attacking range and by now the fastest on track. Reuben kept his nerve and just kept Castaldini in his mirrors, albeit only by three tenths of a second.

Touring Car leader Neil Wood put up a brave fight against Reuben's onslaught in his Ford Anglia and was easily the fastest in his class, finishing considerably ahead of his nearest rival, the Lotus Cortina of Peter Smith. The second Touring Car race had just four starters and was run using a handicap format. Wood won straightforwardly from Steve Platts's Singer Chamois.

Straightforward wins were the order of the day in Historic Formula Ford too, with 18-year-old Classic Team Merlyn driver Samuel Harrison winning both contests. He was chased all the way in race one by Ted Pearson in his Merlyn Mk11A/17, which

Castaldini hunts down Reuben's Griffith but couldn't get by

trailed Harrison only by around 1.5s. A red flag due to Scott Rawlinson's Merlyn Mk11's brakes failing gave Harrison another chance at fully shaking off Pearson, but his more experienced rival held firm.

Harrison did manage to break away quickly in race two, leaving the rest of the field to enjoy a classic Formula Ford slipstreaming contest. Pearson and his Merlyn Mk20-driving rivals Chris Porritt and Rob Smith took their turns at the front of the fight, with Porritt holding on to second by 0.164s from Smith. Pearson was penalised for a false start

Kirkpatrick (left) and Cull had close fight in Equipe GTS

RICHARD STYLES

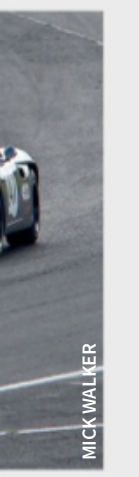
from polesitter Sam Kirkpatrick's MGB. But his advantage did not last long — he missed his braking point into the Wilson Hairpin, instantly allowing Kirkpatrick back ahead. But Cull never let Kirkpatrick scamper clear and remained a constant presence in the MG's mirrors until his risk of taking Coram in fourth gear backfired when he got sideways on the kerb, giving Kirkpatrick the breathing space to win.

The second BCV8 instalment was another to feature a close tussle for the lead. Ian Prior jumped race-one dominator James Wheeler off the line and it took a couple of laps before Wheeler reclaimed top spot at Riches. But he was then instantly caught out by Prior fighting back at Agostini, and it took another move around the outside of the Wilson Hairpin before Wheeler finally secured the place. Any chance of a Prior retaliation was curtailed by him spinning out at Williams, while a rotation at the same corner for Andrew Young later relieved the pressure on Jim Bryan in second.

Wheeler's comfortable opening victory was aided by challengers Neil Fowler and Russell McCarthy both encountering car woes just as they closed on Wheeler. With only 75 minutes between the two races, there was no chance for them to get back out for the sequel.

Elsewhere, despite suffering from a misfire, Equipe Pre-'63 and 50s poleman Dafyd Richards was still able to climb from almost last to finish second after a shocking start. But the Lotus Eleven pilot had no answer to Mark Holme's Austin-Healey 3000, which was brilliant to watch as Holme powerslided his way around every lap. The Jaguar E-type of Roberto Giordanelli led initially before falling to third, a position he was able to keep even with a faulty limited-slip differential.

STEPHEN LICKORISH



MICK WALKER

Harrison was a double winner in Historic FF1600

MICK WALKER

and dropped to sixth, having been passed on-track by Rawlinson, who was charging from the back with fully functioning brakes.

Historic Road Sports was won by Kevin Kivlochan in his AC Cobra, a familiar sight now back at the front after his Cadwell Park crash. Peter Garland did give him a scare mid-race in his Morgan but had to settle for second. A combative Simon King was third in another Morgan. King had started fifth and displaced both Jonathan Rose's Lotus Elan and the rare and elegant Bolwell Nagari driven by Justin Murphy, who had started strongly.

Charles Barter's Datsun was the lucky winner of the 70s Road Sports race. He received a 10s penalty for jumping the start and looked to lose his win to second-placed John Williams, but Williams's Porsche 911 broke a driveshaft and Jeremy Clark's Lotus Elan was too far back to take advantage.

Both Clubmans races were won by Mark Charteris (Mallock Mk20/21), despite the presence of two Classic Formula 3 cars, which were not able to challenge the leading Clubmans entries.

RACHEL HARRIS-GARDINER

WEEKEND WINNERS

RICHARD STYLES

SNETTERTON

EQUIPE LIBRE
Jamie Boot (TVR Griffith, above)

EQUIPE GTS
Sam Kirkpatrick (MGB Roadster)

BCV8s
Races 1 & 2 James Wheeler (B GTV8)

EQUIPE PRE-'63 AND 50s
Mark Holme (Austin-Healey 3000 Mk2, below)

RICHARD STYLES

OULTON PARK

HISTORIC MODSPORTS & SALOONS/ HISTORIC TOURING CARS
Nigel Reuben (TVR Griffith)

HISTORIC TOURING CARS
Neil Wood (Ford Anglia 105E)

HISTORIC FORMULA FORD
Races 1 & 2 Samuel Harrison (Merlyn Mk20)

HISTORIC ROAD SPORTS
Kevin Kivlochan (AC Cobra)

70s ROAD SPORTS
Charles Barter (Datsun 240Z, below)

CLASSIC CLUBMANS/CLASSIC FORMULA 3
Races 1 & 2 Mark Charteris (Mallock Mk20/21)

MICK WALKER

For full results visit: tsl-timing.com

THE BOY DUNNE GOOD

Alex Dunne has been the driver to beat in British F4 so far this year and has also been impressing in Italy as he follows in his father's racing footsteps

STEPHEN LICKORISH

Hitech driver Dunne has often been leading the way during 2022 British F4 season

JEP/MOTORSPORT IMAGES

Alex Dunne certainly knows how to make an impact. The Irishman has impressed ever since he swapped karts for cars at the start of last year, brilliantly taking pole for his very first race in Spanish Formula 4 at Spa. And that continued when Dunne progressed into British F4 this season, securing two wins and a second at the Donington Park opener despite his participation only being officially confirmed days beforehand.

"The move from karts to cars can be quite a difficult one but I think my debut was pretty strong for the limited amount of testing I had done," Dunne says, modestly. "To put it on pole and take a podium, I think I adapted to it quite quickly! I did a lot of simulator work and was quite confident in the car."

That confidence has been evident again this year, and that's perhaps no surprise given the 16-year-old has been surrounded by motorsport all his life, since his father Noel was a successful Formula Ford racer. "Being around motorsport from such a young age, I always understood it," says Dunne. "I was always watching it and always had an idea that was what I wanted to do."

Getting behind the wheel of a kart for the first time confirmed that he wanted to follow in his father's footsteps, and Dunne has not looked back. But things did not go quite as planned after that promising Spanish F4 debut in 2021. He failed to score another podium over the first three events, split with Pinnacle Motorsport and was forced onto the sidelines. That was until a deal was struck with Ralf Schumacher's US Racing squad for three German F4 rounds, during which Dunne took a further two podiums at Hockenheim.

Dunne was then offered the chance to get to grips with the new second-generation Tatuus F4 car with an entry in the winter UAE series with Hitech GP. "We did the few weeks in the UAE after we got a call from Oliver Oakes [team boss] asking if we wanted to come with Hitech and it was not an opportunity we could turn down!" recalls Dunne. "It was a really good opportunity for myself to learn a lot about the new car."

And considering the latest Tatuus-Abarth machine is fundamentally different to its predecessor, it was a particularly useful experience for Dunne. "You have more horsepower and a halo so the centre of gravity is a lot different," he explains. "It's a much heavier car and the driving style is quite different."

That relationship with Hitech then continued, with Dunne signing for the team in British F4 alongside his existing commitment to Italian F4 with US Racing. The extra seat time from the dual campaign has been a benefit for Dunne, especially since many of his rivals in Italy also contest the German series.

And Dunne has been putting that time in the car to good use,

Dunne has finished as number one seven times in British F4 so far

JEP/MOTORSPORT IMAGES

The Irishman has also starred in Italian F4, and is currently third

ACI SPORT

impressing in both series. He has undoubtedly been the driver to beat in British F4 and, heading into the seventh event at Snetterton this weekend, leads by a healthy 41 points with seven victories — the next-highest tally is just two. He is also third in the Italian standings, the only driver not from the all-conquering Prema squad in the top five. But there is a clash between the Brands Hatch British finale and the penultimate Italian round at Monza, with Dunne saying he will decide which one to prioritise nearer the time.

Ominously for his rivals, Dunne could be even further ahead in the British battle had he not suffered from gearbox problems at Brands Hatch and a down-on-power engine at Croft. He also stalled in the most recent race at Knockhill, and then suffered damage when trying to fight back through the pack. "Unfortunately, that's probably one of my weaker points," admits Dunne of his launches. "Because of the procedure, it's really tricky to be able to do it right. We'll just have to do a lot more practice starts to try and get my head around it!"

One person who has not been surprised by how Dunne has performed so far this year is his father, and Dunne Sr has really noticed the difference in his son's maturity. "The way he goes through data and feedback and the way he listens with the engineers, I'm very impressed by that," he says.

After all, Dunne Sr knows what it takes to win races. His most notable achievement was triumphing in the Kent Formula Ford Festival in 2006, but he has not raced since 2014. He says his son's career path has certainly been very different to his own. "I didn't drive my first car until I was 21," he explains. "I did it all myself and had a few offers to go to America but I didn't understand the way the whole industry worked.

"Since Alex has been racing, I'm doing everything for Alex and making sure all the deals are done. I get more enjoyment out of watching Alex than I did racing myself. I get a good kick out of watching him and seeing him progress and becoming the complete package."

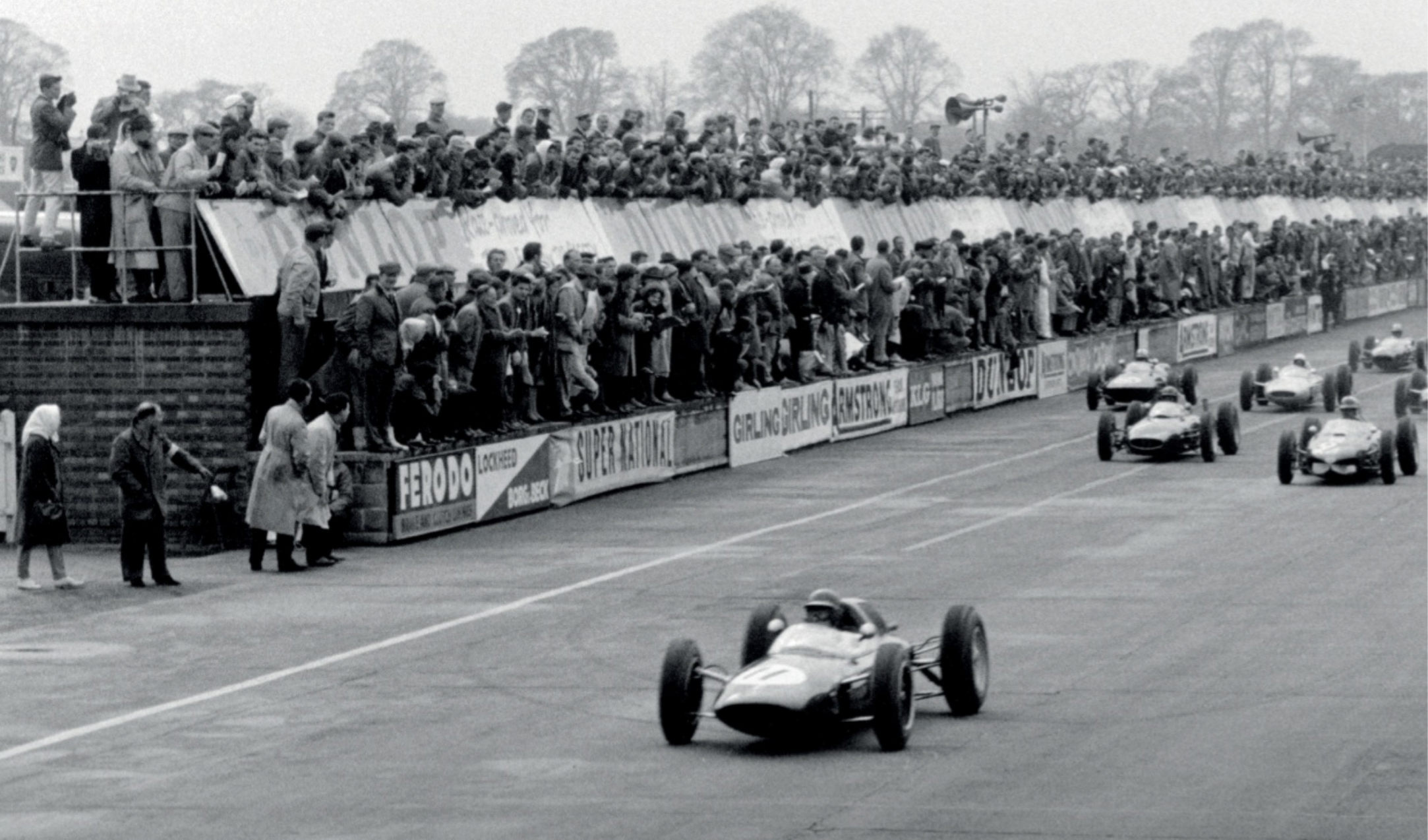
Dunne has grown up in racing, here with his father Noel at the 2013 Walter Hayes Trophy

JEP

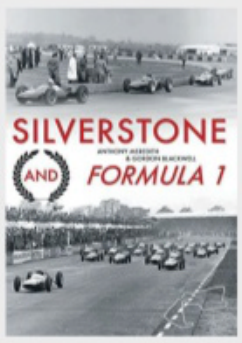
But has he been tempted to make a comeback himself? "A lot of people have been asking me [about a return], but not at the moment!" he says, adding that a combination of work and supporting Alex's racing is a "24/7" undertaking — he was even his son's mechanic when he started out in Spanish F4 last year.

Unsurprisingly, given his impressive results, Dunne Jr has been attracting plenty of admirers and offers for the future. "I'm Alex's biggest fan so I always expected him to be at the front," his father continues. "But I'm also his biggest critic and, if something goes wrong, if he makes a mistake, I'm the first one to tell him." And that's enough to keep Dunne Jr on his toes as he attempts to score more impressive results in the second half of this season.

FINISHING STRAIGHT



From straw bales to a new bridge



BOOK
SILVERSTONE AND FORMULA 1
Authors Anthony Meredith & Gordon Blackwell
RRP £15.99

With its span of 80 metres, it was difficult to miss the newly built bridge stretching across the Hamilton Straight during the coverage of this year's Formula 1 British Grand Prix. The structure, which connects the Silverstone International Conference and Exhibition Centre with the hotel on the opposite side of the circuit, is just the latest development to take place at the Northamptonshire circuit.

Millions of pounds have been pumped into the infrastructure of Silverstone over more than a decade, with perhaps the most notable change being the layout of the circuit itself — the 'Wing' pit complex and subsequent corners of Abbey, Farm, Village and The Loop have been a staple since 2010.

The venue is unrecognisable from when it hosted the inaugural Formula 1 world championship race in 1950. Back then, straw bales lined the edge of the former Second World War airfield and there were no permanent structures to speak of, other than run-down hangars.

The changes that have transformed the circuit into the state-of-the-art facility it is today are recalled in *Silverstone and Formula 1*, a collaboration between Anthony Meredith and Gordon Blackwell, who have previously released other books on the Silverstone circuit, including an in-depth look at the first GP to be held at the venue in 1948.

Their latest offering isn't quite as detailed, which is unsurprising since it spans more than 70 years of motorsport rather than a single event. Instead, what it covers are the key moments and modifications that the circuit underwent while also highlighting the sporting success of drivers and teams, with more focus given to the home-grown talents.

While the start of each chapter contains a small portion of text highlighting the major changes for that particular decade, both at the circuit and the wider motorsport landscape, the rest of the copy comes in the form of detailed captions that accompany more than 100 images across 96 pages.

The images themselves vary in terms of quality, with a mix taken by professional photographers and others shot from a spectator's perspective — pictures of drivers standing in the paddock, views from the grandstand as the cars pass, and even stationary exhibition shots. That said, many are captivating in their own way and offer a unique perspective, and are likely not published before, although the quality of a few — especially from the later part of the 1970s — means they were probably on the verge of being cut due to the red tinge on them.

The pictures over the final pages covering the most recent decade are the most disappointing, though — they're nothing more than images of drivers on the circuit's large TV screens while they are interviewed post-race.

Like all books, it's not without its faults. There's the odd grammatical error as well as factual ones: Mika Hakkinen's final F1 victory didn't come at Silverstone in 2001, for example (he won again later that year in the US), and Fernando Alonso didn't win the 2005 edition (Juan Pablo Montoya took the spoils).

It also feels like a trick has been missed

Jim Clark leads at the start of the 1962 International Trophy

SUTTON/MOTORSPORT IMAGES

Silverstone's new 'Wing' conference and event facilities

by not including a table of British Grand Prix winners at Silverstone at the end of the book for reference, or even illustrations of the different layout configurations that have been used during the past several decades to offer some comparison of how things have developed.

That said, it's still an interesting read — albeit not a long one — and for those wanting to know more about the 'home of British motorsport' it's a handy introduction at a reasonable price.

STEFAN MACKLEY

YouTube youtube.com/AUTOSPORTdotcom

Qualifying demonstrates Formula 1 at its most potent, when drivers push themselves and their cars to the absolute limit. There have been some stupendous performances over the years and, in this episode of Autosport's "Short View Back to the Past" series, Chief Editor Kevin Turner picks out F1's greatest qualifying laps.

WHAT'S ON

INTERNATIONAL MOTORSPORT

Formula E
Round 10/10
Seoul, South Korea
13-14 August
TV Live Channel 4, Sat 0730, Sun 0730, Eurosport 2, Sat 0730, Sun 0730

World Rallycross Championship
Round 1/6
Hell, Norway
14 August
TV Live BT Sport 4, Sun 1600

NASCAR Cup Series
Round 24/36
Richmond, USA
14 August
TV Live Premier Sports 2, Sun 1930

NASCAR Truck Series
Round 18/23
Richmond, USA
14 August
TV Live Premier Sports 2, Sun 0030

UK MOTORSPORT

Snetterton BARC
13-14 August
BTCC, British F4, Ginetta GT4 Supercup, Ginetta Junior, Mini Challenge, Porsche Carrera Cup
TV Live ITV, Sun 1200, ITV4, 1500

Anglesey BRSCC
12-14 August
Caterhams (270R, 310R, Academy, Roadsport, Seven UK), Fun Cup, Northern FF1600/Super Classic

Oulton Park MSVR
13 August
Classic FF1600, Clubmans Sports Prototypes, Radical Challenge, Radical SR1 Cup, Sports 2000

Brands Hatch MSVR
13 August
CMMC Tin Tops/Super Saloons, CTCRC (Classic Thunder/Jaguars, Pre-'66/Pre-'83 Touring Cars, Pre-'93/Pre-'03/BOSS), MSVT Trackday Championship, MSVT Trackday Trophy

Silverstone BDC
13 August
Allcomers, BDC Classic Challenge, Ecurie Classic Racing/Hawthorn Challenge, FISCAR, Handicap, MGCC Midgets & Sprites, Morgan Challenge, Pre-War

Mondello Park
13-14 August
Dublin GP, Future Classics, HRCA (Historics, Pre-'55s/Frazer Nash), Irish International GP

Brands Hatch MSVR
14 August
Alfa Romeos, Ferrari Classic, HRDC Classic Alfa Challenge

Donington Park BARC
14 August
Britcar Trophy, Hyundai Coupe Cup, Kumho BMWs, MGOC, Welsh Sports & Saloons
Livestream via barc.net

Grampian Forest Rally
British Rally Championship
Round 4/7
Banchory
13 August

British Hillclimb Championship
Round 11/13
Shelsley Walsh
13-14 August

FROM THE ARCHIVE

The Sauber-Mercedes C9s driven by Jochen Mass (sharing with Jean-Louis Schlesser) and Mauro Baldi (also paired with Schlesser, who qualified both cars) are chased by the Jaguar XJR-9s of Jan Lammers (co-driver Johnny Dumfries) and John Nielsen (Martin Brundle/Andy Wallace) in the early stages of the 1000km of Brands Hatch on 24 July 1988. While closing on the leading Porsche 962C of Klaus Ludwig (shared with Bob Wollek), Mass was taken out spectacularly by a spinning backmarker, with Baldi narrowly avoiding the same fate. Watch it at bit.ly/BrandsCrash

DUKE®

For classic motorsport DVDs head to dukevideo.com

motorsport IMAGES

For more great photographs, visit motorsportimages.com

INSET: DOLE

OLIVIER BERETTA

MY FAVOURITE... CAR

Dodge Viper GTS-R

Olivier Beretta claimed four of his six class wins at the Le Mans 24 Hours behind the wheel of a Corvette, including three in a row from 2004 to 2006. But it's another front-engined American muscle car, the Dodge Viper GTS-R, that the Monegasque picks as his favourite, based on his remarkable success with the eight-litre V10 brute.

To a pair of FIA GT2 titles (a third deprived by an erroneously attributed pitlane speeding penalty at Laguna Seca in 1997) and two American Le Mans Series crowns were added two Le Mans class wins and an outright Daytona 24 Hours victory in 2000 — beating scores of faster but less reliable prototypes, and the lead Pratt & Miller Corvette C5.R — all with ORECA-run Vipers.

"Daytona overall was totally unexpected at that time, and winning with the GT was something huge, especially against the Corvette," recalls Beretta, today part of Ferrari's Competizione GT stable.

Beretta says the Viper was "born with me" — he was involved in its development from the outset in 1996 when it was "not reliable and very super-difficult to drive". Ergonomics weren't a priority — "inside, the cockpit was super-hot", the exhaust situated near the driver's seat. Beretta recalls "amazing" cockpit temperatures of 43C at 8pm in Texas.

But in a time before Balance of Performance, where the best-prepared crew and fastest car prevailed, the Viper was developed into a formidable force. Paul Ricard tests of 30 hours or more "every month, from January to April" ensured its reliability before Le Mans — in 2000, three of the ORECA Vipers finished in the top five at Daytona.

"We had the money at that time, the ORECA team did an amazing job, and I was there since the first day, so the car was on the development around my driving style," he says. "In the beginning we were stopping after eight hours, after 15 hours. But at the end of the test, we managed to do 32 hours without stopping and we knew that all the pieces on the car were reliable. And that's why the Viper at the end was unbeatable."

JAMES NEWBOLD

AUTOSPORT

Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG
Tel +44 (0) 20 3405 8100 **Email** autosport@autosport.com
Individual email firstname.surname@autosport.com
Website www.autosport.com **Twitter** @autosport

SUBSCRIPTIONS
UK +44 (0) 344 848 8817 **Overseas** +44 (0) 1604 251451
Email help@asm.secureorder.co.uk **Back issues** 0344 8488817

EDITORIAL
Chief Editor **Kevin Turner**
Deputy Editor **Marcus Simmons**
Grand Prix Editor **Alex Kalinauckas**
F1 Reporter **Luke Smith**
F1 Editor **Matt Kew**
Technical Editor **Jake Boxall-Legge**
Production Editor **Peter Hodges**
Group National Editor **Stephen Lickorish**
Performance and Engineering Editor **James Newbold**
Deputy National Editor **Stefan Mackley**
Art Director **Lynsey Elliott**
Art Editor **Michael Cavalli**

AUTOSPORT.COM
Editor **Haydn Cobb**
International Editor **Lewis Duncan**
News Editor (ASP) **Megan White**
News Editor (ASP/Mcom) **Tom Howard**
Technical Team Leader **Geoff Creighton**

motorsport STATS
motorsport IMAGES

Photography
Steven Tee
Glenn Dunbar
Sam Bloxham
Zak Mauger
Jakob Ebrey
Mark Sutton

Special Contributors
Ben Anderson
Alan Eldridge
David Malsher-Lopez
Jonathan Noble
Marcus Pye
Nigel Roebuck
Damien Smith
Gary Watkins
Tim Wright

CORRESPONDENTS
Argentina Tony Watson **Australia** Andrew van Leeuwen
Austria Gerhard Kuntschik **Belgium** Gordon McKay
Brazil Lito Cavalcanti **Germany** Rene de Boer
Greece Dimitris Papadopoulos **Italy** Roberto Chinchero
Japan Jiro Takahashi **New Zealand** Bernard Carpinter
Russia Gregory Golyshev **Spain** Raimon Duran **Sweden** Tege Tornvall
USA Jeremy Shaw **UK & Ireland** Stephen Brunsdon, Dom D'Angelillo, Rachel Harris-Gardiner, Mark Libbeter, Dan Mason, Jason Noble, Mark Paulson, Brian Phillips, Hal Ridge, Peter Scherer, Ian Sowman, Ian Titchmarsh, Steve Whitfield, Richard Young

ADVERTISING
Tel +44 (0) 1233 228750
Co-Owner/Director Tandem Media **Catherine Rowe**
catherine.rowe@tandemmedia.co.uk

RECRUITMENT
Tel +44 (0) 20 3405 8105
Head of Motorsport Jobs **James Robinson**

ADVERTISING PRODUCTION
Production Controller **Ben Webster**

Autosport, ISSN number 0269946X, is published weekly by Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG, United Kingdom. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Brooklyn, NY 11256. Subscription records are maintained at Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG.
Air Business Ltd is acting as our mailing agent.

MANAGEMENT
President, Motorsport Network **James Allen**
Vice President of Editorial **James Dickens**
Publishing and Facilities Director **Sunita Davies**

We abide by the Editors' Code of Practice and are committed to upholding the highest standards of journalism. If you think we haven't met those standards and want to make a complaint, contact 0203 405 8100.

AUTOSPORT IS POWERED BY motorsport NETWORK

recycle

CIRCULATION TRADE ENQUIRIES
Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT.
Tel: +44 (0) 20 7429 4000.
Printed by William Gibbons & Sons Ltd, 28 Planetary Road, Willenhall, Wolverhampton WV13 3XT.
ISSN 0269-946X. Autosport is published weekly by Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG.

©2022, AUTOSPORT MEDIA UK LTD
Trading as Autosport Media UK. Publishing, trade and further subscription details on www.autosport.com. While due care is taken to ensure the contents of Autosport are accurate, the publishers and printers cannot accept liability for errors and omissions. Advertisements are accepted for publication in Autosport only upon Autosport Media UK's Standard Terms of Acceptance of Advertising, which are available from the Advertising Department.

AUTOSPORT INTERNATIONAL

12-15 JANUARY 2023 | NEC BIRMINGHAM

12-13 JANUARY 2023 **TRADE** | 14-15 JANUARY 2023 **PUBLIC**

SAVE THE DATE

AUTOSPORT INTERNATIONAL
ENGINEERING SHOW

12-13 JANUARY 2023
TRADE ONLY

AUTOSPORT INTERNATIONAL
THE RACING CAR SHOW

12-15 JANUARY 2023
TRADE & PUBLIC

AUTOSPORT INTERNATIONAL
PERFORMANCE & TUNING CAR SHOW

12-15 JANUARY 2023
TRADE & PUBLIC

EUROPE'S LARGEST MOTORSPORT EVENT IS BACK

Kick start your motorsport season
AutosportInternational.com

Kick start your motorsport season here!
AutosportInternational.com

ASI23 THE MOTORSPORT SHOW
motorsport NETWORK

NEXT DAY DELIVERY

Sunoco and R race fuels, Driven Racing Oil lubricants, R racing brake fluids, ISC Racers Tape, Zestino drift tyres, BMC Air Filter, Freezetone racing coolant, Full Throttle batteries and Speedsocket wheel tools are all available on a next day delivery throughout mainland UK*.

Choose from a vast range of products delivered directly to you.

Buy online or call our helpful sales team for technical advice.

*Next day delivery excludes Scottish Highlands and Northern Ireland.

Anglo American Oil Company

+44 (0) 1929 551557 www.aaoil.co.uk